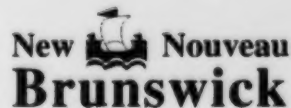


Final Report

Feasibility Study Gordon Yard Diesel Shop

Presented to:



**New Brunswick Department of Economic Development, Tourism and Culture
Atlantic Canada Opportunities Agency**

Presented by:



**September, 1999
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EXECUTIVE SUMMARY

The Department of Economic Development, Tourism and Culture (EDT&C) has retained CANAC INC. to undertake a feasibility study for the Gordon Yard Diesel Shop.

A Private Investor purchased the Shop from Canadian National Railways (CN) at the beginning of 1999. The facilities consist of a building of over 250,000 square feet plus approximately 25 acres of land on which the building is situated.

Three overall objectives are: a) to develop a business plan on the possibility of utilizing surplus rolling stock offered by VIA Rail, evaluating added-value repair requirements; b) to develop a business plan on the possibility of remanufacturing/remodeling locomotives from VIA, CN, Short Lines, Private Companies and Tourist Operators; and c) to identify other potential opportunities which could utilize the available facilities. Accordingly, the Report is divided into three (3) sections: 1. Passenger Equipment, 2. Locomotive Repairs/Remanufacture and 3. Other opportunities.

Passenger Equipment

Business Environment

The report begins with a look at the interest of the market in self-propelled diesel multiple units (SDU). In recent times interest has grown in the use of these passenger cars as a transit mode for commuters and Short Line Operation.

A study was done in 1997 by the Transportation Research Board as to the potential application of Diesel Multiple Unit (DMU) Technology in North America.

At that time twenty-five (25) potential operators were considering DMU's for future application.

There are presently six known SDU operations in North America with a total of forty-three (43) units.

VIA Surplus Rolling Stock

A total of twenty-five (25) DMU also called RDC's (Rail Diesel Cars) by VIA Rail are surplus to VIA's requirements and available for sale. VIA also has a surplus of seven (7) Passenger cars for sale.

Inspections

CANAC carried out a visual inspection of each VIA unit recently and compiled a "condition assessment" sheet supported by photographs.

From this inspection a market value was arrived at and the estimated cost of added value to each car. A scope of work to restore each unit to a safe running condition was drawn up and an estimated cost for a typical car was done. The estimated cost for restoration of a typical RDC is \$387,000. The estimated cost to restore a typical VIA Rail Passenger car is \$280,000.

Shop tools

A list of tools to supplement those already on site and available in the shop was developed and priced costing an estimated \$100,000. This list assumes the mechanical employees hired would supply their own tool sets, which is standard in the industry

Staffing

The staffing required is based on the assumption that a lot of the restoration would be done by dismounting units having these restored by specialized firms and remounted. For this reason, it is suggested a staff of six qualified employees for start up be considered.

Required training for these employees would be minimal, as they should be highly skilled employees currently available in the local area.

Business Plan

A significant marketing effort would be required to firm up specific demands for restored/converted Rail Diesel Cars.

It is estimated a maximum of four RDC's per year would be restored and then leased at a daily rate of \$850.

It is assumed the seven Passenger Cars will be sold.

Recommendations

An in-depth market research should be done to firm up requirements and interest in the use if RDCs.

The surplus RDC units available for restoration are limited and the market is small therefore this type of operation is best seen as an "add-on" to a shop that is already running at less than capacity.

Locomotive Repairs/Remanufacture

Business Environment

The report covers the rail industry trend in the acquisition of locomotives for Class 1 Railroads, Short Lines and Private Industry. Generally Class 1 Roads purchase and own their new locomotives, although there are a few recent contracts of "Power by the Mile" whereby maintenance is contracted out to either GM or GE. Each railroad has a network of maintenance facilities located at strategic points on their lines.

Short Lines seem to offer the greatest opportunity for used locomotive sales and maintenance. It has been established that approximately 180 locomotives operate on Short Lines and Private Industries tracks within a 500-mile radius of Moncton; of this total 138 are in Canada.

The analysis made was based on being able to generate a workload resulting from 80% of the Short Lines fleet equivalent to 144 locomotives.

Shop Tools

The requirements for shop tools will be basically the same as what is required for the Passenger Equipment except for specialized tools depending on the type of locomotive, GM, GE or MLW.

Staffing

The staffing required for locomotive repairs is based on major overhaul programs which would have major components reworked by specialized suppliers and have same reinstalled in the Moncton Shop. A staff of six qualified employees per unit will be required to provide a reasonable turnaround of 25 to 30 days.

Based on two units being worked on at any given time, this would require 12 tradesmen and a support staff of four.

Training would be minimum other than refresher courses in health and safety.

Business Plan

A maximum of 28 locomotives is assumed as a regular annual workload. This creates a requirement for a total of 16 positions including marketing activities.

The average cost to do a basic overhaul is \$150,000 per locomotive and bring in a revenue of \$232,000 per unit.

Recommendations

Devote skilled marketing efforts to acquire the overhaul business of locomotives from Short Line Operators.

Develop total maintenance contracts with Short Line Operators and Private Industries.

Other Opportunities

From the information gathered, this option offers very little potential workload. Most companies either have their own facilities for diesel engine repairs or are serviced by local contractors. Price and service may attract some business.

Conclusions

Throughout this study, optimistic forecast have been made in getting workload into the Shop.

Similarly optimistic assumptions have been made on the revenue side in particular the leasing of RDCs.

For the above reasons, an in-depth market analysis is required prior to any major investments in this venture.

RÉSUMÉ

Le ministère Développement économique, Tourisme et Culture a demandé à CANAC INC. d'entreprendre une étude de faisabilité portant sur l'atelier diesel du triage Gordon.

Au début de 1999, un investisseur privé a acheté au CN l'atelier, soit un bâtiment de plus de 250 000 pieds carrés construit sur quelque 25 acres de terrain.

Trois grands objectifs ont été fixés : a) élaborer un plan d'affaires pour déterminer s'il est possible d'utiliser le matériel roulant excédentaire mis en vente par VIA Rail et évaluer la valeur ajoutée des réparations à faire ; b) élaborer un plan d'affaires afin de déterminer s'il est possible d'offrir un service de remise en état des locomotives à VIA, au CN, aux chemins de fer d'intérêt local, aux transporteurs privés et aux exploitants d'entreprise touristique ; et c) trouver d'autres débouchés pour ces installations. Le rapport a donc été divisé en trois sections : 1. Matériel voyageurs 2. Réparation ou remise en état de locomotives 3. Autres débouchés.

Matériel voyageurs

Contexte commercial

Le rapport a d'abord étudié la place des automotrices diesels sur le marché. Les chemins de fer d'intérêt local, ainsi que les services de transport en commun qui utilisent ces voitures voyageurs pour desservir la banlieue, se sont montrés de plus en plus intéressés dernièrement.

En 1997, le Transportation Research Board a réalisé une étude sur les applications possibles de la technologie des automotrices diesels en Amérique du Nord.

Vingt-cinq exploitants envisageaient alors d'utiliser des automotrices diesels dans des projets futurs.

À l'heure actuelle, on recense en Amérique du Nord six exploitations d'automotrices diesels qui possèdent en tout quarante-trois unités.

Matériel roulant excédentaire de VIA

VIA Rail a mis en vente vingt-cinq automotrices diesel (appelées autorails diesels à VIA Rail), en plus de sept voitures voyageurs désignées excédentaires.

Inspections

CANAC a fait récemment l'inspection visuelle de chaque unité de VIA et établi une fiche d'évaluation de leur état, accompagnée de photographies.

Par suite de cette inspection, on a établi la valeur marchande de chaque wagon et le coût estimatif de la valeur ajoutée. On a ensuite préparé un énoncé des travaux de remise en état nécessaires à la sécurité de fonctionnement de chaque unité, accompagné d'une estimation pour un wagon type. Le coût estimatif de remise en état est de 387 000 \$ pour un autorail type et de 280 000 \$ pour une voiture voyageur VIA Rail type.

Outils d'atelier

Après avoir dressé la liste des outils déjà dans l'atelier, on a établi à environ 100 000 \$ le coût des outils qui doivent être ajoutés à l'inventaire. Cette liste ne comprend pas les outils que les employés mécaniciens embauchés fourniraient, comme c'est l'usage dans l'industrie.

Effectif

On a établi l'effectif nécessaire dans l'hypothèse où les unités seraient démontées, confiées en grande partie à des entreprises spécialisées, puis remontées. Dans ce contexte, on recommande d'envisager un effectif de six employés qualifiés pour débiter.

Le personnel, qui doit être constitué d'employés hautement qualifiés actuellement disponibles à l'échelon local, aurait besoin d'une formation minimale.

Plan d'affaires

Il faudrait consentir un vaste effort de marketing pour raffermir la demande d'autorails remis en état ou convertis.

On estime que quatre autorails pourraient être remis en état chaque année et qu'ils seraient loués au taux de 850 \$ par jour.

On présume que les sept voitures voyageurs seraient vendues.

Recommandations

Une étude de marché approfondie doit être réalisée pour confirmer les besoins et vérifier l'attrait exercé par les autorails.

Compte tenu du petit nombre d'autorails excédentaires à remettre en état et de la taille réduite du marché, ce type d'entreprise doit être envisagé comme une activité complémentaire pour un atelier qui fonctionne en dessous de sa capacité.

Réparation ou remise en état de locomotives

Contexte commercial

Le rapport présente la tendance en matière d'acquisition de locomotives au sein du secteur ferroviaire, soit les chemins de fer de classe 1, les chemins de fer d'intérêt local et les transporteurs privés. De manière générale, les chemins de fer de classe 1 achètent des locomotives neuves et les entretiennent, malgré l'apparition récente de quelques ententes de «facturation au parcours» selon lesquelles l'entretien est imparti à GM ou à GE. Chaque chemin de fer a ses ateliers d'entretien situés à des endroits stratégiques de son réseau.

Les chemins de fer d'intérêt local semblent offrir le plus de débouchés pour la vente et l'entretien de locomotives usagées. On a constaté que, sur les quelque 180 locomotives qui circulent sur les voies des chemins de fer d'intérêt local et des transporteurs privés dans un rayon de 500 milles de Moncton, 138 sont au Canada.

L'analyse repose sur l'hypothèse qu'il serait possible de créer le volume de travail voulu à partir de 144 locomotives, soit 80 % du parc des chemins de fer d'intérêt local.

Outils d'atelier

À l'exception des outils spécialisés qui varient selon le type de locomotive (GM, GE ou MLW), on aura besoin essentiellement des outils d'atelier indiqués pour le matériel voyageurs.

Effectif

L'effectif nécessaire à la réparation de locomotives est calculé en fonction des programmes de révision générale, au cours desquels les principaux éléments seraient remis en état par des fournisseurs spécialisés et réinstallés à l'atelier de Moncton. Il faudra prévoir un effectif de six employés qualifiés par unité afin d'offrir un délai d'exécution raisonnable de 25 à 30 jours.

En supposant qu'on répare deux unités à la fois, il faudra douze ouvriers qualifiés et quatre employés de soutien.

À part les cours de recyclage en santé et en prévention, ces employés auraient besoin d'une formation minimale.

Pian d'affaires

En supposant une charge de travail annuelle régulière d'au plus 28 locomotives, il faudrait créer un total de 16 postes, y compris en marketing.

La révision de base coûterait en moyenne 150 000 \$ par locomotive et chacune rapporterait 232 000 \$.

Recommandations

Affecter du personnel qualifié en marketing auprès des chemins de fer d'intérêt local afin d'obtenir des contrats de révision des locomotives.

Élaborer des contrats d'entretien globaux avec les chemins de fer d'intérêt local et les transporteurs privés.

Autres débouchés

Selon l'information recueillie, cette option offre très peu de possibilités. La plupart des chemins de fer ont leurs propres ateliers de réparation de moteurs diesels ou sont desservis par des entrepreneurs locaux. Les prix et le service peuvent attirer une certaine clientèle.

Conclusions

Cette étude repose sur des prévisions optimistes quant à la capacité de remplir le carnet de commandes de l'atelier.

De même, des hypothèses optimistes ont été faites quant aux revenus possibles, en particulier du côté de la location des autorails.

Pour ces raisons, il convient de réaliser une étude de marché complète avant d'investir une somme importante dans cette entreprise.

1. INTRODUCTION

1.1 Background

Canadian National Railways owned a rail locomotive maintenance shop in Moncton, NB, that was sold to a private investor at the end of 1998. Prior to operating changes by CN, this facility was used to service a locomotive fleet of up to 200 units. This facility was staffed with qualified tradesmen who performed various maintenance activities on diesel locomotives.

This building has three levels and over 200,000 square feet of working area in this facility.

This investor also owns the entire track infrastructure and some twenty-five acres of land surrounding the building. The private investor is presently investigating business opportunities to set up in this facility. The Province of New Brunswick's Department of Economic Development, Tourism and Culture has mandated CANAC INC to perform a feasibility study on the refurbishing VIA Rail surplus rolling stock, the possibility of remanufacturing/remodeling locomotives and identify any other potential opportunities which could utilize the available facilities.

The Province of New Brunswick and Atlantic Canada Opportunities Agency (ACOA) jointly fund this study.

1.2 Objective of the Study

The overall objectives of this study are:

- Develop a business plan on the possibility of utilizing surplus rolling stock offered by VIA Rail;
- Develop a business plan on the possibility of remanufacturing/remodeling locomotives for VIA, CN, Short Lines, Private Companies and Tourist Operators;
- Identify other potential opportunities, which could utilize the available facilities under study.

2. A) PASSENGER EQUIPMENT

2.1 Market Potential

Interest in the RDC market has heightened in recent times due to the unit's solid construction and the fact that it meets US federal safety standards. This despite the age of the cars and their maintenance costs, which are considerable. Commuter rail as a transit mode is growing in popularity and operators are looking for alternatives to locomotive-hauled push-pull equipment.

A 1997 study undertaken by the Transportation Research Board Committee on Commuter and Regional Rail found that out of 50 potential operators, 4 were currently operating DMUs (Diesel Multiple Units), 2 were actively implementing DMU plans, 19 did not foresee DMU use and 25 were considering DMUs for future application.¹

In 1999, it would appear that there are probably less than 18 organizations considering DMUs for future applications, down from the 25 considering it in the 1997 study, a drop of about 25%. Those confirmed recently include the Oregon Department of Transport, the GCRTA (Cleveland) and others in the Ohio area. (BC Rail is presently looking for 5 cars to backfill their present fleet during overhaul work).

The main components of a potential market for rehabilitated RDCs would be entry market vehicles for new commuter lines and an alternative to new car purchases for current users.

The 1997 survey also found that commuter rail operators do intend to acquire new rolling stock over the next decade due to either route expansion or increases infrequency. Potential new operations are also increasingly "on the drawing board". Under certain circumstances, there are potential applications for DMU technologies within these commuter rail expansions and new operations.² In today's market, the average annual workload would probably be 5 upgrades and 5 overhauls of RDCs.

It should be noted however that the basic trend is to new DMU car technology, i.e. IC-3, ALICE, X-TER designs rather than rebuilds. A major impediment aside from the cost of the newer technology, that all these designs are non-compliant with FRA structural requirements. Manufacturers have signaled their intention to modify these units to meet FRA requirements, but none have yet done so. Therefore, if a rebuild can be proposed as a "lower-cost" and compliant alternative (while meeting other specific requirements and individual concerns of operators), it may be an attractive option, especially to price-conscious commuter agencies.

¹ Transportation Research Board, Committee on Commuter and Regional Rail. 1997 Survey of Potential North America Applications for Emerging DMU Technologies, Geri Pieri and David Nelson KKO Associates, Andover, MA

² Ibid.

2.2 Current RDC Operators

VIA Rail	5 cars
Alaska RR	5 cars
Cape May- New Jersey	4 cars
BCRail	11 cars
Dart, Dallas TX	13 cars
NY Susquehanna & Western Railway	3 cars
Other	2-3 cars

2.3 Competition

In terms of other players, eight shops could and probably would be contenders for rehabilitation and maintenance work, they are:

1. **BCRail** – they already have the necessary equipment and surplus labor available.
2. **VIA Rail** – at existing or recently abandoned shops
3. **ALSTOM AMF** – Montreal, although they are seen as a high cost and somewhat inefficient player.
4. **Supersteel, Seattle** – although geographically remote as competition, they have recently assemble Talgo Trains.
5. **New York Susquehanna and Western Railway, Utica, NY** – minimal capacity shop.
6. **Canadian allied Diesel (CAD), Lachine, Quebec** – presently involved in rolling stock maintenance.
7. **Charny, Quebec** – shop purchased from CN recently. Involved in the repair of rolling stock and track maintenance work equipment.
8. **Capreol, Ontario** - shop purchased from CN recently. Similar to Charny as both shops belongs to the same owner.

3. VIA SURPLUS EQUIPMENT

A visual inspection was done recently of each RDC unit in two (2) locations as well as the surplus Passenger Cars which are available for sale. Photographs were taken of the various units to show the existing condition. There were a total of twenty-five (25) RDC's: six (6) in Montreal and nineteen (19) in Toronto. A total of seven (7) Passenger Cars were all in Montreal. The following pages show a sample of the passenger car / condition assessment sheets used during the visual inspection.

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Feasibility Study Gordon Yard Diesel Shop

New Brunswick
 Nouveau Brunswick



TRUCKS	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
4-Wheels I.S.H.							
Wheel slip device							
Springs							
Wheels							
AIR BRAKES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
D-22, 26L systems							
Control Valves							
Reservoirs							
Hand Brakes							
HEATING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
Engine Coolant							
Floor Heat Coils							
Overhead Coils							
AIR COND.	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
Freon 12 System							
Condenser							
Evaporator							
Compressor							
ELECTRIC	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
110/220 Volts DC							
DC Generator							
Batteries							
Control Panel							
Lighting							
Main Blower Fans							

ELECTRIC (Cont'd)	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
Exhaust Fans							
Refrigeration							
Microwave							
Inverter / Alternator							
Appliances							
WATER SANITATION	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
Water Tank & Casing							
Plumbing							
Toilets							
Basins							
COSMETICS / AMENITIES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
Exterior Paint							
Seats							
Upholstery							
Carpets							
Interior Finish							
Sashes							
End Door and Locks							
Washroom Doors and Locks							
Window Blinds							

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POWER PACKAGE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
Engines / Transmission							
Engine Pans							
Spicer Shafts							
Air Compressor							
Fuel Tank							
Exhaust System							
Brake Control Valves							
Event Recorder							
Bells / Horns							
Radiators							

OTHERS				
WHEEL DATA	L1 - 2 IN.	L2 - 2½ IN.	L3 - 1 5/8 IN.	L4 - 2 IN.
	R1 - _____	R2 - _____	R3 - _____	R4 - _____

Inspected By:

 (Signature)

 (Date)

See Appendix I for condition assessment sheet and photograph of each unit inspected.

A **scale of value** has been developed based on the visual inspections of each RDC unit and the expert knowledge of the inspector.

The **scope of work** required to restore passenger cars and RDC's was identified for a basic operation. A prospective client may require specific needs, which would add to the estimated cost for a typical coach car or RDC.

An **estimate cost** was done for the restoration/conversion of a typical VIA Rail RDC and a typical Rail Passenger Car. Scale of Value, Scope of Work and Estimates are shown below:

3.2 Scale of Value - VIA Rail R.D.C. Cars

Car #	Location	Type	Seating	Rating*	Estimated Market Value	Estimated Cost of Added Value	Capital Cost
6105	Toronto	RDC1-S	64	6	\$105,000	\$337,000	\$442,000
6114	Toronto	RDC1-S	64	7	\$110,000	\$342,000	\$442,000
6119	Toronto	RIDC1-S	64	5	\$100,000	\$342,000	\$442,000
6122	Toronto	RIDC1-S	68	4	\$95,000	\$347,000	\$442,000
6136	Toronto	RDC1	74	6	\$95,000	\$337,000	\$432,000
6137	Montreal	RDC1	64	5	\$90,000	\$342,000	\$432,000
6140	Montreal	RDC1-S	64	4	\$95,000	\$347,000	\$442,000
6143	Montreal	RDC1-S	64	5	\$100,000	\$342,000	\$442,000
6200	Toronto	RDC2-S	50	7	\$100,000	\$332,000	\$432,000
6202	Toronto	RDC2-S	50	8	\$105,000	\$327,000	\$432,000
6206	Toronto	RDC2	54	5	\$80,000	\$342,000	\$422,000
6207	Toronto	RDC2-S	58	3	\$80,000	\$352,000	\$432,000
6208	Toronto	RDC2	58	8	\$95,000	\$327,000	\$422,000
6212	Toronto	RDC2-S	48	8	\$105,000	\$327,000	\$432,000
6213	Toronto	RDC2	60	5	\$80,000	\$342,000	\$422,000
6214	Toronto	RDC2-S	50	8	\$105,000	\$327,000	\$432,000
6216	Toronto	RDC2	58	3	\$70,000	\$352,000	\$422,000
6217	Toronto	RDC2-S	58	5	\$90,000	\$342,000	\$432,000
6219	Toronto	RDC2	58	8	\$95,000	\$327,000	\$422,000
6220	Toronto	RDC2	58	3	\$70,000	\$352,000	\$422,000
6221	Montreal	RDC2	60	4	\$75,000	\$347,000	\$422,000
6222	Montreal	RDC2	60	3	\$70,000	\$352,000	\$422,000
6223	Toronto	RDC2	56	5	\$80,000	\$342,000	\$422,000
6224	Toronto	RDC2	58	2	\$65,000	\$357,000	\$422,000
6225	Montreal	RDC2-S	52	4	\$85,000	\$347,000	\$432,000

*Scale from 1 to 10

(10 = Complete and serviceable car with good structure)

3.3 Scope of Work - VIA Rail R.D.C. Cars

- Bench overhaul of two (2) diesel engines and twin disc transmission
- R.I.P. of engine pans
- Control repairs to trucks
- C.O.T.S. of air brakes and control valves
- Test and repair in kind of electrical system, control panels and event recorders
- Renew batteries
- Test and repair in kind of water system and sanitation (water flush toilets)
- Conversion of existing air conditioning system to environment compatible system
- Test and repair in kind of heating system
- Repair in kind vestibule and control cab hardware and weather-strips
- Repair in kind broken or condensated window sashes
- Examine and repair in kind seats, inside hardware and other cosmetic elements
- Blow-shampoo upholstery and carpets
- Prepare/prime/paint car ends and letter boards – patch paint interior surfaces as required
- Examine underframe components and repair in kind as required

3.4 Estimated cost for restoration/conversion - Typical VIA Rail R.D.C. Cars

Anatomy	Labor Hours	Outsourcing & Material Costs
		\$
Underframe/couplers/buffers/pilots	120	2,500
Structure	90	1,500
Vestibules/Operator's cabin	80	3,000
Trucks	420	25,000
Airbrakes & controls	60	15,000
Water & sanitation	60	1,000
Electrical /control panels/lighting/event/recorder	250	22,000
DC generators and motors	40	12,000
Batteries & Boxes	20	9,000
Air conditioning system	30	15,000
Heating system	20	2,000
Interior/amenities	250	7,000
Sashes	60	5,000
Paint & stencils	80	1,000
Power package	80	88,000
Engine pans	40	1,500
Radiators	30	3,000
Trim test	100	1,000
Total	1,830	\$214,500

1,830 @ \$60	\$109,800
Materials & Outsourcing	\$214,500
Sub-total	\$324,300
Contingencies (10%)	\$32,430
Total	\$356,730
Say	\$357,000

3.5 Scale of values – Via Rail Blue & Yellow Passenger Cars

Car #	Location	Type	Rating*	Estimated Market Value	Estimated Cost of Added Value	Capital Cost
3235	Montreal	72 Seats/Snack Bar	6	\$40,000	\$280,000	\$320,000
5439	Montreal	76 Seats	6	\$30,000	\$280,000	\$310,000
5443	Montreal	76 Seats	8	\$40,000	\$270,000	\$310,000
5503	Montreal	76 Seats	9	\$45,000	\$265,000	\$310,000
5518	Montreal	76 Seats	8	\$40,000	\$270,000	\$310,000
5589	Montreal	76 Seats	8	\$40,000	\$270,000	\$310,000
5647	Montreal	76 Seats	7	\$35,000	\$275,000	\$310,000

* Scale from 1 to 10
(10 = Complete and serviceable car with good structure)

3.6 Scope of work - Via Rail Blue & Yellow Passenger Cars

- Provision and installation of new metal sash contours
- Restoration of thermo sashes to original configuration with new rubber
- C.O.T.S. of airbrakes
- Control repairs to trucks
- Restoration in kind of water system and sanitation (water flush dump type)
- Provision and installation of 480 volt trainline and electrical control panel
- Provision and installation of 480 volt H.V.A.C. unit
- Restoration in kind of seats – upholstery, carpets and cosmetic elements
- Preparation / prime / paint and stencil
- Removal of steam and DC electrical components

3.7 Estimated cost for restoration/conversion – Typical VIA Rail Blue & Yellow Passenger Cars

Anatomy	Labor Hours	Outsourcing & Material Costs
		\$
Underframe	80	3,000
Structure	300	5,000
Vestibules	40	1,000
Sashes	80	10,000
Airbrakes	24	5,000
Trucks	300	10,000
Water/Sanitation	60	2,000
Electrical – H.E.P.	320	30,000
H.V.A.C.	120	50,000
Interior/Amenities	250	10,000
Painting/Cosmetics	300	3,000
Stripping	120	---
Trim & Tests	80	1,000
Total	2,074	\$130,000

2,074 @ \$60	\$ 124,440
Materials & Outsourcing	130,000
Sub-total	\$254,440
Contingencies (10%)	25,440
Total	\$279,880 CDN
Say	\$280,000 each

4. CAPITAL COST REQUIREMENTS

4.1 *Rolling Stock*

The capital cost of acquisition of RDC units varies from an estimated low of \$65,000 to a high of \$110,000.

The estimated cost to restore a typical VIA Rail RDC Car to provide a sound and safe operating car is in the order of \$387,000.

The transportation cost from Toronto to Moncton is in the order of \$5,000/per unit, whereas the cost of transportation from Montreal is approximately \$3,300.

4.2 *Shop Equipment and Tools*

Refer to Appendix II for list of tools and unit costs.

In the industry today, it is common to have qualified mechanics come to work with their personal tool set. This assumption was made in the development of the supplement tool list.

To supplement the existing tools and equipment available in the shop, it is estimated that an investment of \$100,000 will be required.

5. PERSONNEL AND TRAINING REQUIREMENTS

The following staffing arrangement is based on the assumption that the use of kits for repairs/restoration/conservation would be done off property for such items as air conditioning units, power package, rail trucks, air brakes and controls and electrical control panels.

It is suggested two or more units are worked on simultaneously to provide efficient use of the staff. The work requires various pieces of equipment to be dismantled and sent away for refurbishing creating down time on each car, with two or more cars the work can be staggered to make better use of the staff available.

The following staff is recommended for a start-up operation:

- ◆ One (1) Supervisor/Technical Specialist
- ◆ One (1) Material/Clerical Employee
- ◆ Two (2) Skilled Mechanical Employees
- ◆ One (1) Skilled Electrical Employee
- ◆ One (1) Skilled Carman with excellent welding and pipefitting qualifications.

Training should be minimal providing highly skilled former Canadian National Employees are hired. It will be necessary to consider refresher courses in the area of air brake testing, workplace hazardous information management system (W.H.I.M.S.), blueprint reading and shop safety operation.

6. BUSINESS PLAN

An optimistic forecast indicates a potential demand of a maximum of five RDCs to be refurbished and five to be overhauled annually.

It will be essential to put in place an aggressive marketing plan to stimulate the demand and develop concrete requests for refurbished Rail Diesel Cars.

The estimated costs for restoration/conversion of RDCs contemplates renewing in-kind the required components except the water/sanitation system. To put in a system that is environmentally friendly will cost an estimated \$30,000 per unit.

It is estimated that for each RDC the purchase price will be approximately \$90,000 and the upgrade cost will be \$387,000 for a total cost of \$477,000.

The purchase price and upgrade cost of Passenger Cars is estimated at \$320,000 purchases price of \$40,000 and upgrade cost of \$280,000.

Assuming the demand can be firmed up at four RDCs annually, a dry lease option @ \$850/day seems reasonable and obtainable.

This would generate annual revenue of over \$300,000 per unit.

It has been assumed that the Passenger Cars would be sold at a price of \$500,000 each, compared to an estimated \$2.5 million (CDN) for a new car.

Following are the Economics developed for RDCs, Passenger Cars and Locomotives.

Gordon Yard Economics
RDC/Passenger Cars and Locomotive Repairs

Capital investment and Operating costs

	<u>Capital Investment</u>	<u>Operating Costs</u>
<u>4 RDC / Year for 6 years</u>		
Purchasing Price :(\$90K per RDC Car)	\$360,000	
Upgrading Cost :(\$387K per RDC Car)	<u>\$1,548,000</u>	
Total:	<u>\$1,908,000</u>	
 <u>7 Passenger Cars</u>		
Purchasing Price : (\$ 40K per Passenger Car)	\$280,000	
Upgrading Cos :(\$280K per Passenger Car)	<u>\$1,960,000</u>	
Total:	<u>\$2,240,000</u>	
 <u>Locomotive Repairs Cost</u>		
Cost (based on 28 locomotives per year)		\$4,200,000
 <u>Other Costs:</u>		
Tools	\$100,000	
Shop Material		\$150,000
Heating		\$100,000
Electricity		\$80,000
Phone: (5x75x12)+2,000 long distance		\$6,500
Sales & Marketing		\$150,000
Direct Labor (Included in the restoration cost)		\$0
Indirect Labor (3 employees) and fringes @ 30%		<u>\$136,500</u>
	<u>\$100,000</u>	<u>\$623,000</u>
 <u>Revenues</u>		
Dry Lease of the RDC Cars @ \$850 per day per car. <u>Per year starting Y-1</u>	\$1,241,000	
Sale of the Passenger Cars at \$500,000 each . <u>One time Revenue Y-1</u>	\$3,500,000	
Locomotives Repair (28 loco x \$232,000). <u>Every year starting Y-0</u>	<u>\$6,496,000</u>	
Total Revenues:	<u>\$11,237,000</u>	

Gordon Yard Economics
RDC/Passenger Cars and Locomotive Repairs

Cash Flow Transactions

Capital Investment

	Y-0	Y-1	Y-2	Y-3	Y-4	Y-5	Y-6	Y-7	Y-8	Y-9	Y-10
Tools	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RDC	\$1,908,000	\$1,908,000	\$1,908,000	\$1,908,000	\$1,908,000	\$1,908,000	\$0	\$0	\$0	\$0	\$0
Passenger	\$2,240,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<u>\$4,248,000</u>	<u>\$1,908,000</u>	<u>\$1,908,000</u>	<u>\$1,908,000</u>	<u>\$1,908,000</u>	<u>\$1,908,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

Revenues

	Y-0	Y-1	Y-2	Y-3	Y-4	Y-5	Y-6	Y-7	Y-8	Y-9	Y-10
RDC	\$0	\$1,241,000	\$2,482,000	\$3,723,000	\$4,964,000	\$6,205,000	\$6,205,000	\$6,205,000	\$6,205,000	\$6,205,000	\$6,205,000
Passenger	\$0	\$3,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Loco	\$6,496,000	\$6,496,000	\$6,496,000	\$6,496,000	\$6,496,000	\$6,496,000	\$6,496,000	\$6,496,000	\$6,496,000	\$6,496,000	\$6,496,000
	<u>\$6,496,000</u>	<u>\$11,237,000</u>	<u>\$8,978,000</u>	<u>\$10,219,000</u>	<u>\$11,460,000</u>	<u>\$12,701,000</u>	<u>\$12,701,000</u>	<u>\$12,701,000</u>	<u>\$12,701,000</u>	<u>\$12,701,000</u>	<u>\$12,701,000</u>

Operating COST

	Y-0	Y-1	Y-2	Y-3	Y-4	Y-5	Y-6	Y-7	Y-8	Y-9	Y-10
RDC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Passenger	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Shop Cost	\$623,000	\$623,000	\$623,000	\$623,000	\$623,000	\$623,000	\$623,000	\$623,000	\$623,000	\$623,000	\$623,000
Loco	\$4,200,000	\$4,200,000	\$4,200,000	\$4,200,000	\$4,200,000	\$4,200,000	\$4,200,000	\$4,200,000	\$4,200,000	\$4,200,000	\$4,200,000
	<u>\$4,200,000</u>	<u>\$4,200,000</u>	<u>\$4,200,000</u>	<u>\$4,200,000</u>	<u>\$4,200,000</u>	<u>\$4,200,000</u>	<u>\$4,200,000</u>	<u>\$4,200,000</u>	<u>\$4,200,000</u>	<u>\$4,200,000</u>	<u>\$4,200,000</u>

Gross Income (revenues - Expenses)

	Y-0	Y-1	Y-2	Y-3	Y-4	Y-5	Y-6	Y-7	Y-8	Y-9	Y-10
	\$2,296,000	\$7,037,000	\$4,778,000	\$6,019,000	\$7,260,000	\$8,501,000	\$8,501,000	\$8,501,000	\$8,501,000	\$8,501,000	\$8,501,000

Gordon Yard Economics
RDC/Passenger Cars and Locomotive Repairs

Assumptions

Hurdle Rate is @ 25%
Taxes are @ 39.8%
Depreciation is @ 10%
Salvage Value after 6/10 years :(\$120K per RDC Car) = \$2,880,000
Life of Contract (n= 6 years) leaving year zero for investment only and locomotives repair revenues.
Life of Contract (n=10years) leaving year zero for investment only and locomotives repair revenues.

Economics Summary

	For 6 Years	For 10 Years
Cost of Capital	25.00%	25.00%
Cumulative Net Present Value	2,177,794.00	4,801,702.00
Internal Rate of Return	37.95%	43.87%
Discounted Payback in years	4.7	5.2
Costs Margin Ratio	29.55%	60.67%
Savings Margin Ratio	22.81%	37.76%
Profitability Ratio	1.30	1.61

Economics Definitions

Cumulative Net Present Value. (CNPV)

The cumulative net present value is the sum of all the project's discounted cash flow after tax.
It measures the project's real contribution expressed in today's dollars after taxes.
The cash flows are discounted to take into account the time value of money, and calculated after tax to measure their impact on the firm's net worth.

Internal Rate of Return. (IRR)

The Internal rate of return is the break-even cost of capital, and break-even means that the project's contribution is nil. In other words, if a project's net present value is positive this implies that its financial rewards are greater than its costs.

**Gordon Yard Economics
RDC/Passenger Cars and Locomotive Repairs**

Discounted Pay-back Period.(DPBP)

The discounted payback period measures the time required to recover the investment in a project. For example, let's assume that an upfront investment of \$10,000.00 generates a discounted income stream of \$2,000.00 per year, the payback period is then five years.

Costs Margin Ratio.(CMR)

The costs margin ratio measures the extent by which the project costs may vary until the break even is reached. It is a quick indication of the project's sensitivity to cost fluctuations.

Savings Margin Ratio. (SMR)

The savings margin ratio measures the extent by which the project benefits or savings may vary until the break even is reached. It is a quick indication of the project's sensitivity to fluctuations in benefits.

Profitability Ratio.(PR)

The profitability ratio is measures the number of dollar generated for each dollar invested, and it is not the same as the internal rate of return.

Project Name = Gordon Yard Economics for 6 Years - RDC/Passenger Cars and Locomotive repairs

Period	Year	Capital Expenditure	Operating Expense	Capital Cost Allowance	Tax Rate	After Tax CCA	After Tax Cash Outflow	NPV Factor	After Tax PV Cash Outflow	Cumulative After Tax PV Cash Outflow
0	1999	\$ (4,248,000.00)	\$ -	\$ 212,400.00	39.8%	\$ 84,535.20	\$ (4,163,464.80)	1.0000	\$ (4,163,464.80)	\$ (4,163,464.80)
1	2000	\$ (1,908,000.00)	\$ -	\$ 498,960.00	39.8%	\$ 198,586.08	\$ (1,709,413.92)	0.8000	\$ (1,367,531.14)	\$ (5,530,995.94)
2	2001	\$ (1,908,000.00)	\$ -	\$ 639,864.00	39.8%	\$ 254,665.87	\$ (1,653,334.13)	0.6400	\$ (1,058,133.84)	\$ (6,589,129.78)
3	2002	\$ (1,908,000.00)	\$ -	\$ 766,677.60	39.8%	\$ 305,137.68	\$ (1,602,862.32)	0.5120	\$ (820,665.51)	\$ (7,409,795.28)
4	2003	\$ (1,908,000.00)	\$ -	\$ 880,809.84	39.8%	\$ 350,562.32	\$ (1,557,437.68)	0.4096	\$ (637,926.48)	\$ (8,047,721.76)
5	2004	\$ 972,000.00	\$ -	\$ 695,528.86	39.8%	\$ 276,820.48	\$ 1,248,820.48	0.3277	\$ 409,213.50	\$ (7,638,508.26)
6	2005	\$ -	\$ -	\$ 721,375.97	39.8%	\$ 287,107.64	\$ 287,107.64	0.2621	\$ 75,263.54	\$ (7,563,244.72)
				\$ 6,482,284.69		\$ 2,579,949.31			\$ 193,534.82	\$ (7,369,709.90)

Period	Year	Cash Inflow	Income Tax	After Tax Cash Inflow	NPV Factor	After Tax PV Cash Inflow	Cumulative After Tax PV Cash Inflow	Cumulative Net Present Value
0	1999		39.8%	\$ -	1.0000	\$ -	\$ -	\$ (4,163,464.80)
1	2000	\$ 2,296,000.00	39.8%	\$ 913,808.00	0.8000	\$ 1,105,753.60	\$ 1,105,753.60	\$ (4,425,242.34)
2	2001	\$ 7,037,000.00	39.8%	\$ 2,800,726.00	0.6400	\$ 2,711,215.36	\$ 3,816,968.96	\$ (2,772,160.82)
3	2002	\$ 4,778,000.00	39.8%	\$ 1,901,644.00	0.5120	\$ 1,472,694.27	\$ 5,289,663.23	\$ (2,120,132.05)
4	2003	\$ 6,019,000.00	39.8%	\$ 2,395,562.00	0.4096	\$ 1,484,160.20	\$ 6,773,823.44	\$ (1,273,898.32)
5	2004	\$ 7,260,000.00	39.8%	\$ 2,889,480.00	0.3277	\$ 1,432,131.99	\$ 8,205,955.43	\$ 567,447.17
6	2005	\$ 8,501,000.00	39.8%	\$ 3,383,398.00	0.2621	\$ 1,341,548.66	\$ 9,547,504.09	\$ 1,984,259.37
							\$	\$ 2,177,794.19

Cost of Capital = 25.00%
Cumulative Net Present Value = \$ 2,177,794
Internal Rate of Return = 37.95%
Discounted Payback in years = 4.7
Costs Margin Ratio = 29.55%
Savings Margin Ratio = 22.81%
Profitability Ratio = 1.30

Project Name = Gordon Yard Economics for 10 Years - RDC/Passenger Cars and Locomotive Repairs

Period	Year	Capital Expenditure	Operating Expense	Capital Cost Allowance	Tax Rate	After Tax CCA	After Tax Cash Outflow	NPV Factor	After Tax PV Cash Outflow	Cumulative After Tax PV Cash Outflow
0	1999	\$ (4,248,000.00)	\$ -	\$ 212,400.00	39.8%	\$ 84,535.20	\$ (4,163,464.80)	1.0000	\$ (4,163,464.80)	\$ (4,163,464.80)
1	2000	\$ (1,908,000.00)	\$ -	\$ 498,960.00	39.8%	\$ 198,586.08	\$ (1,709,413.92)	0.8000	\$ (1,387,531.14)	\$ (5,530,995.94)
2	2001	\$ (1,908,000.00)	\$ -	\$ 639,864.00	39.8%	\$ 254,665.87	\$ (1,653,334.13)	0.6400	\$ (1,058,133.84)	\$ (6,589,129.78)
3	2002	\$ (1,908,000.00)	\$ -	\$ 766,677.60	39.8%	\$ 305,137.68	\$ (1,602,862.32)	0.5120	\$ (820,665.51)	\$ (7,409,795.28)
4	2003	\$ (1,908,000.00)	\$ -	\$ 880,809.84	39.8%	\$ 350,562.32	\$ (1,557,437.68)	0.4096	\$ (637,926.48)	\$ (8,047,721.76)
5	2004	\$ (1,908,000.00)	\$ -	\$ 983,528.86	39.8%	\$ 391,444.48	\$ (1,516,555.52)	0.3277	\$ (496,944.91)	\$ (8,544,666.67)
6	2005	\$ -	\$ -	\$ 980,575.97	39.8%	\$ 390,269.24	\$ 390,269.24	0.2621	\$ 102,306.74	\$ (8,442,359.93)
7	2006	\$ -	\$ -	\$ 882,518.37	39.8%	\$ 351,242.31	\$ 351,242.31	0.2097	\$ 73,660.85	\$ (8,368,699.08)
8	2007	\$ -	\$ -	\$ 794,266.54	39.8%	\$ 316,118.08	\$ 316,118.08	0.1678	\$ 53,035.81	\$ (8,315,663.27)
9	2008	\$ -	\$ -	\$ 714,839.88	39.8%	\$ 284,506.27	\$ 284,506.27	0.1342	\$ 38,185.79	\$ (8,277,477.48)
10	2009	\$ 2,880,000.00	\$ -	\$ 355,355.89	39.8%	\$ 141,431.65	\$ 3,021,431.65	0.1074	\$ 324,423.75	\$ (7,953,053.73)
				\$ 3,188,104.01		\$ 1,268,865.39			\$ 39,049.98	\$ (7,914,003.74)

Period	Year	Cash Inflow	Income Tax	After Tax Cash Inflow	NPV Factor	After Tax PV Cash Inflow	Cumulative After Tax PV Cash Inflow	Cumulative Net Present Value
0	1999		39.8%	\$ -	1.0000	\$ -	\$ -	\$ (4,163,464.80)
1	2000	\$ 2,296,000.00	39.8%	\$ 913,808.00	0.8000	\$ 1,105,753.60	\$ 1,105,753.60	\$ (4,425,242.34)
2	2001	\$ 7,037,000.00	39.8%	\$ 2,800,726.00	0.6400	\$ 2,711,215.36	\$ 3,816,968.96	\$ (2,772,160.82)
3	2002	\$ 4,778,000.00	39.8%	\$ 1,901,644.00	0.5120	\$ 1,472,694.27	\$ 5,289,663.23	\$ (2,120,132.05)
4	2003	\$ 6,019,000.00	39.8%	\$ 2,395,562.00	0.4096	\$ 1,484,160.20	\$ 6,773,823.44	\$ (1,273,898.32)
5	2004	\$ 7,260,000.00	39.8%	\$ 2,889,480.00	0.3277	\$ 1,432,131.99	\$ 8,205,955.43	\$ (338,711.24)
6	2005	\$ 8,501,000.00	39.8%	\$ 3,383,398.00	0.2621	\$ 1,341,548.66	\$ 9,547,504.09	\$ 1,105,144.16
7	2006	\$ 8,501,000.00	39.8%	\$ 3,383,398.00	0.2097	\$ 1,073,238.93	\$ 10,620,743.02	\$ 2,252,043.94
8	2007	\$ 8,501,000.00	39.8%	\$ 3,383,398.00	0.1678	\$ 858,591.14	\$ 11,479,334.16	\$ 3,163,670.89
9	2008	\$ 8,501,000.00	39.8%	\$ 3,383,398.00	0.1342	\$ 686,872.91	\$ 12,166,207.07	\$ 3,888,729.59
10	2009	\$ 8,501,000.00	39.8%	\$ 3,383,398.00	0.1074	\$ 549,498.33	\$ 12,715,705.40	\$ 4,762,651.67
							\$	\$ 4,801,701.66

Cost of Capital = 25.00%
Cumulative Net Present Value = \$ 4,801,702
Internal Rate of Return = 43.87%
Discounted Payback in years = 5.2
Costs Margin Ratio = 60.67%
Savings Margin Ratio = 37.76%
Profitability Ratio = 1.61

7. RECOMMENDATIONS

An optimistic forecast indicates a potential demand of a maximum of five RDCs to be refurbished and five to be overhauled annually.

A definite marketing effort will be required to develop a firm demand for refurbished RDCs. Although there is an interest for RDCs as a commuter vehicle, there is an expressed hesitation due to its past history of high maintenance costs. Case in point is the recent abandonment by the Quebec North Shore & Labrador Railway of their seven (7) RDCs.

The estimated costs for restoration/conversion of RDCs contemplates renewing in-kind except the water/sanitation system. This could be a significant negative issue due to environmental concerns. To put in a system that is environmentally friendly increases the cost by an estimated \$30,000 per unit.

Realistically, a start-up shop organization of a minimum of six employees would upgrade a maximum of four (4) RDC units per year.

Assuming the demand can be firmed up at four RDCs annually, a dry lease option @ \$850/day seems reasonable and obtainable.

This would generate annual revenue of over \$300,000 per unit.

Options to be considered are partnerships with existing firms in the related business such as Canadian Allied Diesels (C.A.D.) or ALSTOM. These firms could provide the necessary engineering and technical expertise when required.

Setting up the shop for the refurbishing of Passenger rolling stock does not by itself represent a sound business investment due to its limited market.

8. B) LOCOMOTIVE REPAIRS/REMANUFACTURE

8.1 *Present industry status and trend of locomotive purchase, lease and lease purchase:*

8.1.1 Purchase

The Class 1 railroads have an adequate number of locomotives due to the recent acquisitions related to new locomotive purchases from either General Electric or General Motors. CSX and NS are currently suffering through the growing pains of acquiring ConRail. This is not in fact an actual shortage of locomotives but rather an inability to get the locomotive fleet properly positioned. To this end CSX has leased 40 GP-40-2 and NS has leased 25 GP-40-2 locomotives from CN, in all probability until the end of 1999. If CSX and NS were able to resolve their operational problems the locomotive shortage would also be resolved.

Short Line railroads seem to have a sufficient amount of locomotives although some are fence sitting waiting for the outcome of the CSX, NS and ConRail merger as it could mean added business when the operational problems are resolved.

Short Lines still offer the greatest opportunity for used locomotive sales. Due to budgetary constraints these roads tend to be very cautious. There was a glut of locomotives on the market in 1998 and subsequently the sales market for used locomotives tends to be soft in 1999.

It should be noted that the industry is still waiting for the inevitable flood of SD-40-1 locomotives to hit the market. These locomotives were slated to be cascaded to retirement status with the delivery of the new locomotives to the Class 1 Railroads but for several reasons they have been retained. CN is the only class 1 RR to divest of the SD-40-1 locomotives over the past 2 years resulting in a fleet of 25 only that are used primarily for transfer service in Vancouver.

There is currently a high demand for SD-40 locomotives and subsequently the price is relatively high (\$226,000 USD per unit). In the event the Class 1 roads dump their old SD-40 fleets there will be a market glut and the price will drop dramatically.

8.1.2 Lease

There are lease opportunities that arise throughout the year as a result of various industry and economical trends. Presently the lease market is extremely soft with CSX and NS being the exceptions. The Shortline Railroads are leasing on an as required due basis due mainly to mechanical failure. The outlook for a business upturn resulting in an increase in the demand for leasing locomotives for the winter of 1999/2000 does not hold much promise to be a fruitful one.

8.1.3 Lease/Purchase

Surprisingly there does not seem to be much interest by the Class 1 Railways to venture into the lease with option to purchase market. There is a good opportunity to generate operating capital from the lease portion. To my knowledge the only arrangement of this sort is between Helm Financial and CN Rail.

8.2 *Trend of railroad industry in the maintenance of power:*

As to the maintenance of power, from our standpoint the opportunities are limited to Shortlines and industrial complexes that usually have a maximum of three units or less.

8.3. *Potential for running repairs*

It would appear that there are very limited or no opportunities with the Class 1 Railroads to enter into an agreement for running repairs. Each railroad has a network of maintenance facilities located at strategic points on their lines. Also, many of the Class 1 railroads have entered into "Power By The Mile" agreements whereby the maintenance is contracted out to either GM or GE. The potential of obtaining a running repair contract is limited also by the fact that all the major railroads deal Labor Unions and contracting out is a contentious issue in the light of all the recent downsizing.

8.4 *Potential for remodeling and/or re-manufacturing:*

Of all the options this one would in all probability present the most opportunity for development. Although the competition is stiff, the major railroads lean towards outsourcing major re-modeling or re-manufacturing work as they have divested themselves of their main back-shops over the years. To better determine the viability of entering this market, an in depth study would be required to determine the potential market and establish a profit margin. It must also be remembered that the initial outlay for equipment to enter into this type of venture would be extensive due to the specific equipment required.

8.5 *Market Potential*

CANAC has identified the number of locomotives by carrier within a 500-mile radius of Moncton. There are approximately 400 locomotives in total.

These are divided into four distinct categories:

Class 1	194 pass-through/week
Short Lines	42 USA
	98 Canada
Industries	23
Tourist Operators	5 USA
VIA Summer	30 pass-through/week
VIA Winter	24 pass-through/week

See appendix III for list of carriers and number of locomotives

Discussions with CN and VIA Rail Officers revealed that they had no interest at this time in utilizing the Gordon Yard Diesel Shop facilities for any locomotive maintenance work. Their main reason for this position is their labor contractual implications. Short Line Operators have expressed some interest providing rates are competitive and freight rates to transfer locomotives to Moncton are competitive.

Excluding CN and VIA, it has been established there are approximately 180 locomotives operating on Short Lines and Private Industries within a 500-mile distance of Moncton. Assuming a maximum market potential of 80% is achievable, this represents a total of 144 locomotives.

Short Lines and Private Industries seldom purchase new or completely remanufactured locomotives. The tendency is to perform basic overhaul programs, which extend the life expectancy of the locomotive. This would cover repairs to the diesel engine and minor upgrade to the electrical system. These programs are normally done on a five to seven year cycle costing in the range of \$125,000 to \$150,000 depending on the specific requirements of the Operator. Based on these assumptions it could generate an annual workload of 28 to 30 locomotive basic overhauls. It is estimated to perform a basic overhaul requires some 1250-labor hours per unit. A work crew of six highly skilled and knowledgeable employees would have a turnaround on a 25 to 30 day cycle.

Another potential, which could be explored, is the possibility of developing a total maintenance contract for 80% of the above fleet of 180 locomotives. Based on the assumption of 10% out of service at any given time due to scheduled, unscheduled or major breakdowns this could likely generate a continuous workload of an additional 14 locomotives. The development of this workload would require persistent and aggressive marketing and for the moment has not been incorporated in the financial numbers.

8.6 Scope of work

A basic overhaul only cover repairs to the diesel engine and minor upgrades to the electrical system. The average cost of \$125,000 is based on unit exchange prices.

In addition to the basic overhaul price there are major cost items, which may be required on a locomotive, depending on its condition. For example:

Traction motors	\$12,000 ea. (4 or 6 per locomotive)
Main generator	\$10,000 to \$20,000
Auxiliary generator	\$6,000
Air compressor	\$8,000
Radiators	\$10,000
Air brake change	\$5,000
Fan drive	\$5,000

The above demonstrates the variance in cost depending on the condition of the locomotive and the specific requirements of the client.

Warranty and rework cost must be considered, as clients would expect it.

8.7 Competition

Short Lines each have a maintenance shop of some capacity, however these shops are not, in general, equipped to do basic overhaul programs. Some Short Lines get their overhauls done by Class 1 shops and others go to such facilities as: ALSTOM AMF, Montreal, Canadian Allied Diesel (CAD), Montreal and another potential competitor is CLM in Charny, Quebec who are presently involved in the repair of rolling stock.

8.8 Shop Equipment and Tools

The list of tools developed for the Passenger equipment is basic and sufficient for most work to be carried out on locomotives.

8.9 Personnel and Training Requirements

Staffing is based on the hiring of highly skilled and knowledgeable employees who are familiar with locomotive overhauls. It is assumed that major components would be dismounted and sent to specialty shop for repairs, reconditioned /upgraded and reinstalled.

To provide a reasonable turnaround time of out of service locomotives of 25 to 30 days a work crew for each locomotive being overhauled is as follows:

- Three (3) Skilled mechanical employees
- Two (2) Skilled electrical Employees
- One (1) Skilled Carman with excellent welding and pipefitting qualifications.
- In order to put out two locomotives every 25 to 30 days, two crews will be required.

The total manpower requirements for locomotive repairs is therefore twelve (12) tradesmen and four (4) support staff for a total of fourteen (16).

As mentioned in the workload potential, serious consideration should be given to having total maintenance contracts with Short Line Operators. This could significantly increase the daily workload by as much as fourteen (14) locomotives additional.

The training requirements for the skilled employees should be a minimum. Refresher courses should be sufficient providing former Canadian National Employees are hired. Courses should be considered in air brake testing, workplace hazardous information management blueprint reading and shop safety.

8.10 Business Plan

The business plan is based on being successful in obtaining 80% of the total locomotive fleet operating on Short Lines and Private Industry. This represents 144 locomotives. To extend the useful life of locomotives, a basic overhaul is generally performed on a five (5) to seven-(7) year cycle. Optimistically, we assumed a five-(5) year cycle, which could generate twenty-five (25) to thirty (30) locomotives to be overhauled. We estimated twenty-eight (28) locomotives to be overhauled annually. Assuming a twenty-five (25) to thirty (30) day turnaround, this will require two (2) locomotives being worked on at the same time, hence the requirement of two (2) six-man (6) crews plus a support staff of four (4) people including a marketing support.

It is estimated the total cost per locomotive repaired for a basic overhaul will be in the order of \$150,000 and bring in revenue of \$232,000 per unit.

Following are the economics developed for RDCs, Passenger Cars and Locomotive Repairs

Project Name = Gordon Yard Economics for 10 Years - RDC/Passenger Cars and Locomotive Repairs

Period	Year	Capital Expenditure	Operating Expense	Capital Cost Allowance	Tax Rate	After Tax CCA	After Tax Cash Outflow	NPV Factor	After Tax PV Cash Outflow	Cumulative After Tax PV Cash Outflow
0	1999	\$ (4,248,000.00)	\$ -	\$ 212,400.00	39.8%	\$ 84,535.20	\$ (4,163,464.80)	1.0000	\$ (4,163,464.80)	\$ (4,163,464.80)
1	2000	\$ (1,908,000.00)	\$ -	\$ 498,960.00	39.8%	\$ 198,586.08	\$ (1,709,413.92)	0.8000	\$ (1,367,531.14)	\$ (5,530,995.94)
2	2001	\$ (1,908,000.00)	\$ -	\$ 639,864.00	39.8%	\$ 254,665.87	\$ (1,653,334.13)	0.6400	\$ (1,058,133.84)	\$ (6,589,129.78)
3	2002	\$ (1,908,000.00)	\$ -	\$ 766,677.60	39.8%	\$ 305,137.68	\$ (1,602,862.32)	0.5120	\$ (820,665.51)	\$ (7,409,795.28)
4	2003	\$ (1,908,000.00)	\$ -	\$ 880,809.84	39.8%	\$ 350,562.32	\$ (1,557,437.68)	0.4096	\$ (637,926.48)	\$ (8,047,721.76)
5	2004	\$ (1,908,000.00)	\$ -	\$ 983,528.86	39.8%	\$ 391,444.48	\$ (1,516,555.52)	0.3277	\$ (496,944.91)	\$ (8,544,666.67)
6	2005	\$ -	\$ -	\$ 980,575.97	39.8%	\$ 390,269.24	\$ 390,269.24	0.2621	\$ 102,306.74	\$ (8,442,359.93)
7	2006	\$ -	\$ -	\$ 982,518.37	39.8%	\$ 351,242.31	\$ 351,242.31	0.2097	\$ 73,660.85	\$ (8,368,699.08)
8	2007	\$ -	\$ -	\$ 794,266.54	39.8%	\$ 316,118.08	\$ 316,118.08	0.1678	\$ 53,035.81	\$ (8,315,663.27)
9	2008	\$ -	\$ -	\$ 714,839.88	39.8%	\$ 284,506.27	\$ 284,506.27	0.1342	\$ 38,185.79	\$ (8,277,477.48)
10	2009	\$ 2,880,000.00	\$ -	\$ 355,355.89	39.8%	\$ 141,431.65	\$ 3,021,431.65	0.1074	\$ 324,423.75	\$ (7,953,053.73)
				\$ 3,188,104.01		\$ 1,268,865.39			\$ 39,049.98	\$ (7,914,003.74)

Period	Year	Cash Inflow	Income Tax	After Tax Cash Inflow	NPV Factor	After Tax PV Cash Inflow	Cumulative After Tax PV Cash Inflow	Cumulative Net Present Value
0	1999							
1	2000	\$ 2,296,000.00	\$ 913,808.00	\$ 1,382,192.00	1.0000	\$ 1,105,753.60	\$ 1,105,753.60	\$ (4,163,464.80)
2	2001	\$ 7,037,000.00	\$ 2,800,726.00	\$ 4,236,274.00	0.8000	\$ 2,711,215.36	\$ 3,816,968.96	\$ (4,425,242.34)
3	2002	\$ 4,778,000.00	\$ 1,901,644.00	\$ 2,876,356.00	0.6400	\$ 1,472,694.27	\$ 5,289,663.23	\$ (2,772,160.82)
4	2003	\$ 6,019,000.00	\$ 2,395,562.00	\$ 3,623,438.00	0.5120	\$ 1,484,160.20	\$ 6,773,823.44	\$ (2,120,132.05)
5	2004	\$ 7,260,000.00	\$ 2,889,480.00	\$ 4,370,520.00	0.4096	\$ 1,432,131.99	\$ 8,205,955.43	\$ (1,273,898.32)
6	2005	\$ 8,501,000.00	\$ 3,383,398.00	\$ 5,117,602.00	0.3277	\$ 1,341,548.66	\$ 9,547,504.09	\$ (338,711.24)
7	2006	\$ 8,501,000.00	\$ 3,383,398.00	\$ 5,117,602.00	0.2621	\$ 1,073,238.93	\$ 10,620,743.02	\$ 1,105,144.16
8	2007	\$ 8,501,000.00	\$ 3,383,398.00	\$ 5,117,602.00	0.2097	\$ 858,591.14	\$ 11,479,334.16	\$ 2,252,043.94
9	2008	\$ 8,501,000.00	\$ 3,383,398.00	\$ 5,117,602.00	0.1678	\$ 686,872.91	\$ 12,166,207.07	\$ 3,163,670.89
10	2009	\$ 8,501,000.00	\$ 3,383,398.00	\$ 5,117,602.00	0.1342	\$ 549,498.33	\$ 12,715,705.40	\$ 3,688,729.59
					0.1074		\$ 12,715,705.40	\$ 4,762,651.67
								\$ 4,801,701.66

Cost of Capital = 25.00%
Cumulative Net Present Value = \$ 4,801,702
Internal Rate of Return = 43.87%
Discounted Payback in years = 5.2
Costs Margin Ratio = 60.67%
Savings Margin Ratio = 37.76%
Profitability Ratio = 1.61

Project Name = Gordon Yard Economics for 6 Years - RDC/Passenger Cars and Locomotive repairs

Period	Year	Capital Expenditure	Operating Expense	Capital Cost Allowance	Tax Rate	After Tax CCA	After Tax Cash Outflow	NPV Factor	After Tax PV Cash Outflow	Cumulative After Tax PV Cash Outflow
0	1999	\$ (4,248,000.00)	\$ -	\$ 212,400.00	39.8%	\$ 84,535.20	\$ (4,163,464.80)	1.0000	\$ (4,163,464.80)	\$ (4,163,464.80)
1	2000	\$ (1,908,000.00)	\$ -	\$ 498,960.00	39.8%	\$ 198,586.08	\$ (1,709,413.92)	0.8000	\$ (1,367,531.14)	\$ (5,530,995.94)
2	2001	\$ (1,908,000.00)	\$ -	\$ 639,864.00	39.8%	\$ 254,665.87	\$ (1,653,334.13)	0.6400	\$ (1,058,133.84)	\$ (6,589,129.78)
3	2002	\$ (1,908,000.00)	\$ -	\$ 766,677.60	39.8%	\$ 305,137.68	\$ (1,602,862.32)	0.5120	\$ (820,665.51)	\$ (7,409,795.28)
4	2003	\$ (1,908,000.00)	\$ -	\$ 880,809.84	39.8%	\$ 350,562.32	\$ (1,557,437.68)	0.4096	\$ (637,926.48)	\$ (8,047,721.76)
5	2004	\$ 972,000.00	\$ -	\$ 695,528.86	39.8%	\$ 276,820.48	\$ 1,248,820.48	0.3277	\$ 409,213.50	\$ (7,638,508.26)
6	2005	\$ -	\$ -	\$ 721,375.97	39.8%	\$ 287,107.64	\$ 287,107.64	0.2621	\$ 75,263.54	\$ (7,563,244.72)
				\$ 6,482,284.69		\$ 2,579,949.31			\$ 193,534.82	\$ (7,369,709.90)

Period	Year	Cash Inflow	Income Tax	After Tax Cash Inflow	NPV Factor	After Tax PV Cash Inflow	Cumulative After Tax PV Cash Inflow	Cumulative Net Present Value
0	1999							
1	2000	\$ 2,296,000.00	39.8%	\$ 1,382,192.00	1.0000	\$ 1,382,192.00	\$ 1,382,192.00	\$ (4,163,464.80)
2	2001	\$ 7,037,000.00	39.8%	\$ 4,236,274.00	0.8000	\$ 3,389,019.20	\$ 4,771,211.20	\$ (4,425,242.34)
3	2002	\$ 4,778,000.00	39.8%	\$ 2,876,356.00	0.6400	\$ 1,848,667.84	\$ 6,619,879.04	\$ (2,772,160.82)
4	2003	\$ 6,019,000.00	39.8%	\$ 3,623,438.00	0.5120	\$ 1,867,199.46	\$ 8,487,078.50	\$ (2,120,132.05)
5	2004	\$ 7,260,000.00	39.8%	\$ 4,370,520.00	0.4096	\$ 1,790,140.80	\$ 10,277,219.30	\$ (1,273,898.32)
6	2005	\$ 8,501,000.00	39.8%	\$ 5,117,602.00	0.3277	\$ 1,677,131.99	\$ 11,954,351.29	\$ 587,447.17
					0.2621	\$ 1,341,548.66	\$ 13,295,899.95	\$ 1,984,259.37
								\$ 2,177,794.19

Cost of Capital = 25.00%
Cumulative Net Present Value = \$ 2,177,794
Internal Rate of Return = 37.95%
Discounted Payback in years = 4.7
Costs Margin Ratio = 29.55%
Savings Margin Ratio = 22.81%
Profitability Ratio = 1.30

Discounted Pay-back Period.(DPBP)

The discounted payback period measures the time required to recover the investment in a project. For example, let's assume that an upfront investment of \$10,000.00 generates a discounted income stream of \$2,000.00 per year, the payback period is then five years.

Costs Margin Ratio.(CMR)

The costs margin ratio measures the extent by which the project costs may vary until the break even is reached. It is a quick indication of the project's sensitivity to cost fluctuations.

Savings Margin Ratio. (SMR)

The savings margin ratio measures the extent by which the project benefits or savings may vary until the break even is reached. It is a quick indication of the project's sensitivity to fluctuations in benefits.

Profitability Ratio.(PR)

The profitability ratio is measures the number of dollar generated for each dollar invested, and it is not the same as the internal rate of return.

**Gordon Yard Economics
RDC/Passenger Cars and Locomotive Repairs**

Assumptions

Hurdle Rate is @ 25%

Taxes are @ 39.6%

Depreciation is @ 10%

Salvage Value after 6/10 years :(\$120K per RDC Car) = \$2,880,000

Life of Contract (n= 6 years) leaving year zero for investment only and locomotives repair revenues.

Life of Contract (n=10years) leaving year zero for investment only and locomotives repair revenues.

Economics Summary

	For 6 Years	For 10 Years
Cost of Capital	25.00%	25.00%
Cumulative Net Present Value	2,177,794.00	4,801,702.00
Internal Rate of Return	37.95%	43.87%
Discounted Payback in years	4.7	5.2
Costs Margin Ratio	29.55%	60.67%
Savings Margin Ratio	22.81%	37.76%
Profitability Ratio	1.30	1.61

Economics Definitions

Cumulative Net Present Value. (CNPV)

The cumulative net present value is the sum of all the project's discounted cash flow after tax.

It measures the project's real contribution expressed in today's dollars after taxes.

The cash flows are discounted to take into account the time value of money, and calculated after tax to measure their impact on the firm's net worth.

Internal Rate of Return. (IRR)

The internal rate of return is the break-even cost of capital, and break-even means that the project's contribution is nil. In other words, if a project's net present value is positive this implies that its financial rewards are greater than its costs.

Gordon Yard Economics
RDC/Passenger Cars and Locomotive Repairs

Cash Flow Transactions

Capital Investment

	Y-0	Y-1	Y-2	Y-3	Y-4	Y-5	Y-6	Y-7	Y-8	Y-9	Y-10
Tools	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RDC	\$1,908,000	\$1,908,000	\$1,908,000	\$1,908,000	\$1,908,000	\$1,908,000	\$0	\$0	\$0	\$0	\$0
Passenger	\$2,240,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<u>\$4,248,000</u>	<u>\$1,908,000</u>	<u>\$1,908,000</u>	<u>\$1,908,000</u>	<u>\$1,908,000</u>	<u>\$1,908,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

Revenues

	Y-0	Y-1	Y-2	Y-3	Y-4	Y-5	Y-6	Y-7	Y-8	Y-9	Y-10
RDC	\$0	\$1,241,000	\$2,482,000	\$3,723,000	\$4,964,000	\$6,205,000	\$6,205,000	\$6,205,000	\$6,205,000	\$6,205,000	\$6,205,000
Passenger	\$0	\$3,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Loco	\$6,496,000	\$6,496,000	\$6,496,000	\$6,496,000	\$6,496,000	\$6,496,000	\$6,496,000	\$6,496,000	\$6,496,000	\$6,496,000	\$6,496,000
	<u>\$6,496,000</u>	<u>\$11,237,000</u>	<u>\$8,978,000</u>	<u>\$10,219,000</u>	<u>\$11,460,000</u>	<u>\$12,701,000</u>	<u>\$12,701,000</u>	<u>\$12,701,000</u>	<u>\$12,701,000</u>	<u>\$12,701,000</u>	<u>\$12,701,000</u>

Operating COST

	Y-0	Y-1	Y-2	Y-3	Y-4	Y-5	Y-6	Y-7	Y-8	Y-9	Y-10
RDC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Passenger	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Shop Cost	\$623,000	\$623,000	\$623,000	\$623,000	\$623,000	\$623,000	\$623,000	\$623,000	\$623,000	\$623,000	\$623,000
Loco	<u>\$4,200,000</u>	<u>\$4,200,000</u>	<u>\$4,200,000</u>	<u>\$4,200,000</u>	<u>\$4,200,000</u>	<u>\$4,200,000</u>	<u>\$4,200,000</u>	<u>\$4,200,000</u>	<u>\$4,200,000</u>	<u>\$4,200,000</u>	<u>\$4,200,000</u>
	<u>\$4,200,000</u>	<u>\$4,200,000</u>	<u>\$4,200,000</u>	<u>\$4,200,000</u>	<u>\$4,200,000</u>	<u>\$4,200,000</u>	<u>\$4,200,000</u>	<u>\$4,200,000</u>	<u>\$4,200,000</u>	<u>\$4,200,000</u>	<u>\$4,200,000</u>

Gross Income (revenues - Expenses)

	Y-0	Y-1	Y-2	Y-3	Y-4	Y-5	Y-6	Y-7	Y-8	Y-9	Y-10
	\$2,296,000	\$7,037,000	\$4,778,000	\$6,019,000	\$7,260,000	\$8,501,000	\$8,501,000	\$8,501,000	\$8,501,000	\$8,501,000	\$8,501,000

Gordon Yard Economics
RDC/Passenger Cars and Locomotive Repairs

Capital investment and Operating costs

	<u>Capital Investment</u>	<u>Operating Costs</u>
<u>4 RDC / Year for 6 years</u>		
Purchasing Price :(\$90K per RDC Car)	\$360,000	
Upgrading Cost :(\$387K per RDC Car)	<u>\$1,548,000</u>	
Total:	<u>\$1,908,000</u>	
<u>7 Passenger Cars</u>		
Purchasing Price : (\$ 40K per Passenger Car)	\$280,000	
Upgrading Cos :(\$280K per Passenger Car)	<u>\$1,960,000</u>	
Total:	<u>\$2,240,000</u>	
<u>Locomotive Repairs Cost</u>		
Cost (based on 28 locomotives per year)		<u>\$4,200,000</u>
<u>Other Costs:</u>		
Tools	\$100,000	
Shop Material		\$150,000
Heating		\$100,000
Electricity		\$80,000
Phone: (5x75x12)+2,000 long distance		\$6,500
Sales & Marketing		\$150,000
Direct Labor (included in the restoration cost)		\$0
Indirect Labor (3 employees) and fringes @ 30%		<u>\$136,500</u>
	<u>\$100,000</u>	<u>\$623,000</u>
<u>Revenues</u>		
Dry Lease of the RDC Cars @ \$850 per day per car. <u>Per year starting Y-1</u>	\$1,241,000	
Sale of the Passenger Cars at \$500,000 each . <u>One time Revenue Y-1</u>	\$3,500,000	
Locomotives Repair (28 loco x \$232,000). <u>Every year starting Y-0</u>	<u>\$6,496,000</u>	
Total Revenues:	<u>\$11,237,000</u>	

8.11 Recommendations

Develop intense marketing efforts to bring in the required workload in the Moncton Shop.

Hire the minimum number of highly skilled employees to get the overhaul programs underway.

To have a sustainable going concern develop total maintenance contracts with Short Line Operators.

9. C) OTHER INDUSTRIES

A telephone survey was undertaken to determine whether other industries (marine, trucking, and bus) might need the services of a diesel repair shop. The results indicate that the majority have use of their own internal repair shops or at least of small contractors in their immediate vicinity. Some respondents indicated that they would consider using a shop in Moncton but it would greatly depend on their work backlog.

There are a number of repair shops (20 or more) in and around the Moncton area. This would indicate that competition (at least on price) would be tight. In order to garner this end of small diesel repair work, a shop would have to show some advantages in either price/service. For repair work of this kind, the surest clientele would be based in and around the Moncton area. Companies not based locally would have to be enticed by other factors.

Interestingly, despite the number of shops and small contractors doing this type of work, there seems to be a shortage of qualified mechanics in the area, so this may be some saving grace for a prospective shop.

As can be seen by the following survey other opportunities in the repair of diesel engines offer little prospect. Results of the survey follow:

Halifax Shipyard – Halifax, NS - they might use depending on workload

Saint John Shipbuilding Limited – Saint John, NB – possibility, but they already use a number of small contractors

Lunenburg Foundry & Engineering Ltd. – Lunenburg, NS – have own shop

Thomas Equipment Ltd. – Centreville, NB – all repairs done by manufacturer only

Rocan Forestry Services – Dieppe, NB – yes they would consider it, they send all their repairs to Halifax now and would prefer a shop closer to them

Maritime Farm Supply Ltd. – Moncton, NB – no, do their own repairs

Snyder's Shipyard – Bridgewater, NS – no

Rosborough Boats – Halifax, NS – no

Maritime Welding – Bathurst, NB – no, uses a local contractor

Atlantic Mack Sales – Fredericton, NB – no, use a service dealer close to Moncton

Hawkins Truck Mart Limited – Fredericton, NB – yes, might be interested

Valley Equipment Limited – Hartland, NB – no, have a local contractor

Engine Machine Shop & Supply Ltd. – Fredericton, NB – no, do their own repairs

Sansom Equipment Limited – Fredericton, NB – no, do their own repairs

CONCLUSIONS

This report was based on the best available information, experience and assumptions.

It will be necessary to do an in-depth research to validate the assumptions and ascertain that the workload is available.

The number of RDC units available for refurbishing/ upgrading is limited and the interest in this technology is limited.

There was no interest expressed by Class 1 Railroads to use the Moncton facility at this time.

Short Lines seem to offer the most promising opportunity although there is a major obstacle - the transportation cost - which will have to be circumvented. An estimate of cost per unit is \$5,000 from Toronto, \$4,000 from Boston and \$3,300 from Montreal to Moncton.

If refurbishing repairs are to be performed on equipment to be sold and used in the United States, an investigation of the American content impact on cost should be done.

The combination of workloads on RDC units and locomotive repairs as described in the report indicate a positive venture.

Appendix I

Assessment sheets & photographs

SCALE OF VALUES

VIA Rail R.D.C. Cars

Car #	Location	Type	Seating	Rating*	Estimated Market Value	Estimated Cost of Added Value	Capital Cost
6105	Toronto	RIC1-S	64	6	\$105,000	\$337,000	\$442,000
6114	Toronto	RDC1-S	64	7	\$110,000	\$342,000	\$442,000
6119	Toronto	RDC1-S	64	5	\$100,000	\$342,000	\$442,000
6122	Toronto	RDC1-S	68	4	\$95,000	\$347,000	\$442,000
6136	Toronto	RDC1-	74	6	\$95,000	\$337,000	\$432,000
6137	Montreal	RDC1-	64	5	\$90,000	\$342,000	\$432,000
6140	Montreal	RDC1-S	64	4	\$95,000	\$347,000	\$442,000
6143	Montreal	RDC1-S	64	5	\$100,000	\$342,000	\$442,000
6200	Toronto	RDC2-S	50	7	\$100,000	\$332,000	\$432,000
6202	Toronto	RDC2-S	50	8	\$105,000	\$327,000	\$432,000
6206	Toronto	RDC2-	54	5	\$80,000	\$342,000	\$422,000
6207	Toronto	RDC2-S	58	3	\$80,000	\$352,000	\$432,000
6208	Toronto	RDC2-	58	8	\$95,000	\$327,000	\$422,000
6212	Toronto	RDC2-S	48	8	\$105,000	\$327,000	\$432,000
6213	Toronto	RDC2-	60	5	\$80,000	\$342,000	\$422,000
6214	Toronto	RDC2-S	50	8	\$105,000	\$327,000	\$432,000
6216	Toronto	RDC2-	58	3	\$70,000	\$352,000	\$422,000
6217	Toronto	RDC2-S	58	5	\$90,000	\$342,000	\$432,000
6219	Toronto	RDC2-	58	8	\$95,000	\$327,000	\$422,000
6220	Toronto	RDC2-	58	3	\$70,000	\$352,000	\$422,000
6221	Montreal	RDC2	60	4	\$75,000	\$347,000	\$422,000
6222	Montreal	RDC2-	60	3	\$70,000	\$352,000	\$422,000
6223	Toronto	RDC2-	56	5	\$80,000	\$342,000	\$422,000
6224	Toronto	RDC2-	58	2	\$65,000	\$357,000	\$422,000
6225	Montreal	RDC2-S	52	4	\$85,000	\$347,000	\$432,000

* Scale from 1 to 10
(10 = Complete and serviceable car with good structure)

GENERAL CHARACTERISTICS
RDC Equipment

Type of RDC	1 and 2
Date Built	Between 1951 and 1958
Builder	Mostly Budd and a few CanCar
Seating Capacity	Between 64 and 72
Snack-Bar	Some electric and some propane
Toilets	Mostly 2
Lighting System	64 volt DC
Power Engine	2 Cummins at 340 HP/each for most
Transmission	Twin-disc
Engine Cooling Water	2-75 gal US
Fuel Oil Tank	250 gal US
Service Water Capacity	75 gal US
Brake Equipment	26-L disc
Wheelslip	Wabco E-5A for most, Rolokron for some
Wheel Diameter / Journal Size	34" / 5 ½ x 10 journal
Coupler Type	"H" Tightlock
Water Cooler	EM
Weight on Rails	113,000 lbs / 128,000 lbs

SCOPE OF WORK

VIA Rail R.D.C. Cars

- Bench overhaul of two (2) diesel engines and twin disc transmission
- R.I.P. of engine pans
- Control repairs to trucks
- C.O.T.S. of air brakes and control valves
- Bench overhaul D.C. generators and motors
- Test and repair in kind of electrical system, control panels and event recorders
- Renew batteries
- Test and repair in kind of water system and sanitation (water flush toilets)
- Conversion of existing air conditioning system to environment compatible system.
- Test and repair in kind of heating system.
- Repair in kind vestibule and control cab hardware and weatherstrips
- Repair in kind broken or condensated window sashes
- Examine and repair in kind seats, inside hardware and other cosmetic elements.
- Blow-shampoo upholstery and carpets
- Prepare/prime/paint car ends and letter boards - patch paint interior surfaces as required
- Examine underframe components and repair in kind as required

ESTIMATED COST FOR RESTORATION/CONVERSION
Typical VIA Rail R.D.C. Car

Anatomy	Labour Hours	Out Sourcing & Material Costs
Underframe/Couplers/ Buffers/Pilots	120	\$ 2,500
Structure	90	1,500
Vestibules/Operator's Cabin	80	3,000
Trucks	420	25,000
Air Brakes & Controls	60	15,000
Water & Sanitation	60	1,000
Electrical/Control Panels/Lighting/Event Rorders	250	22,000
DC Generators and Motors	40	12,000
Batteries & Boxes	20	9,000
Air Conditioning System	30	15,000
Heating System	20	2,000
Interior/Amenities	250	7,000
Sashes	60	5,000
Paint & Stencils	80	1,000
Power Package	80	88,000
Engine Pans	40	1,500
Radiators	30	2,500
Trim Tests	100	1,000
TOTAL	1,830	\$214,500

1,830 @ \$60	\$109,800
Materials & Out Sourcing	214,500
SubTotal	324,300
Contingencies (10%)	32,430
TOTAL	\$356,730

Say - **\$357,000 each**

LPD

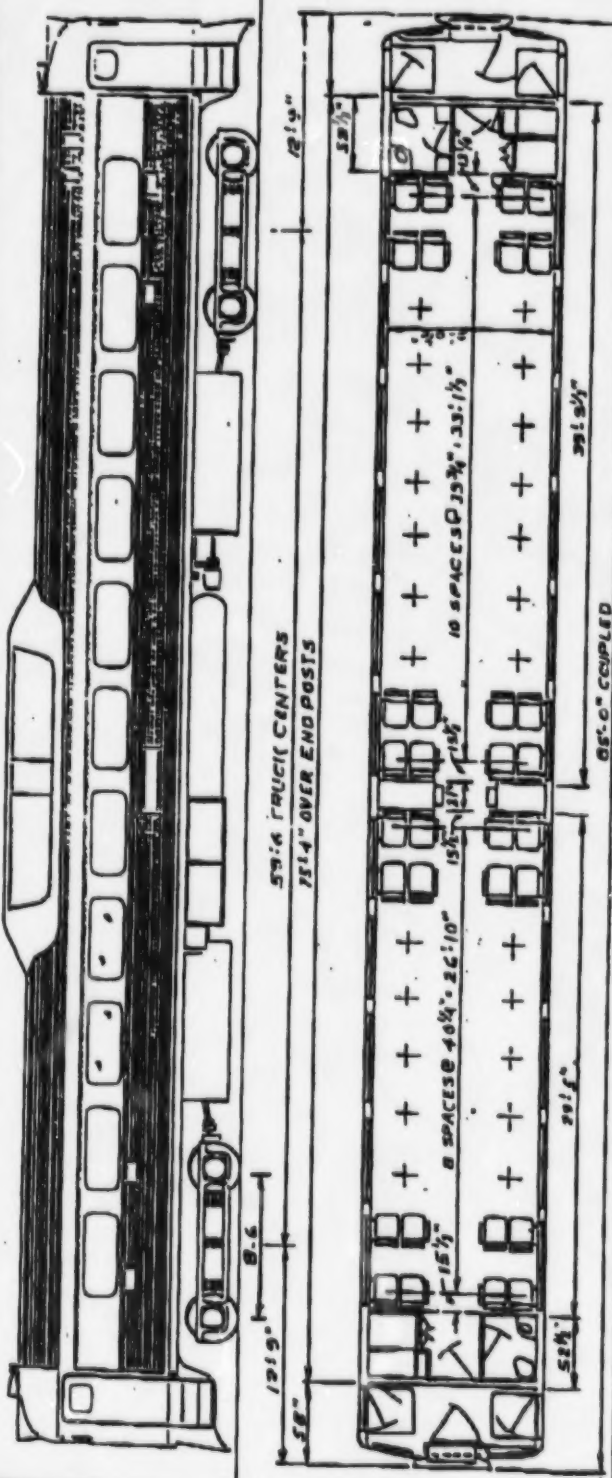
01 July 21-81
Revision

Rail Canada vol.5

PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Section - RAIL DIESEL CARS
Subject - OUTLINE DRAWINGS
Railway - VIA RAIL CANADA

Date: July 29, 1991 By: G.C.L. Drawing N° D-527



AIR CONDITIONING	- Electro mechanical
ELECTRIC SYSTEM	- 64 volts
WHEELS & TRUCKS	- Four Wheel
	- Drop Equalizer
EXTERIOR FINISH	- Stainless Steel
	- Painted Locally
YEAR BUILT	- 1957
YEAR PURCHASED	- 1976
MODERNIZED	- 1974
WEIGHT	- 60 tons
SEATING CAPACITY	- 94 Coach Seats
ITEM	- R-26
TYPE	- BDC - 1 Railliner
CLASS	-
BUILDER	- Budd Company
VIA No.	- 6119

LPD DRAWING No. 21

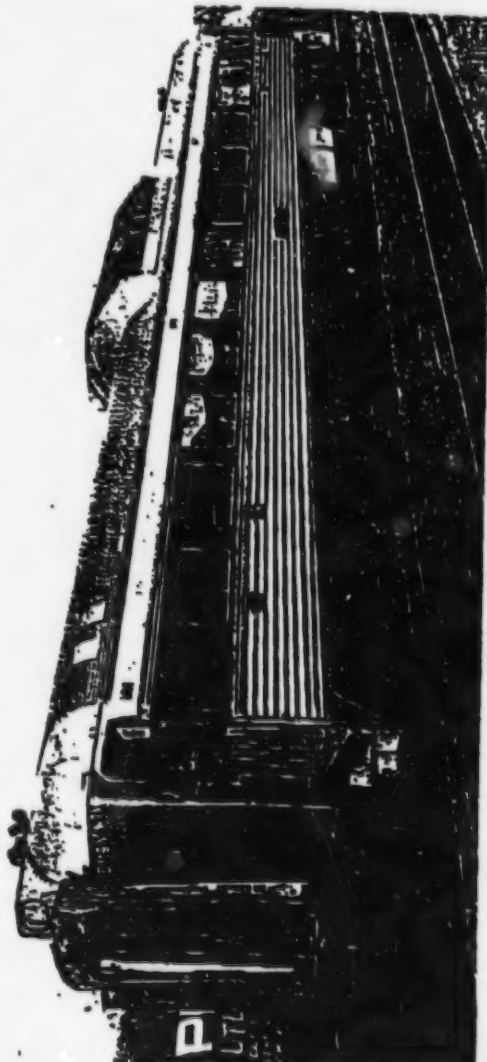
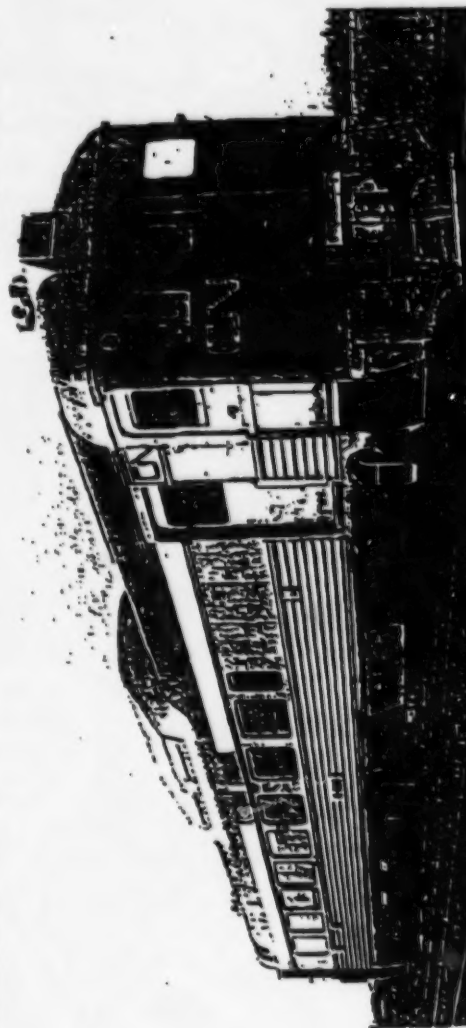
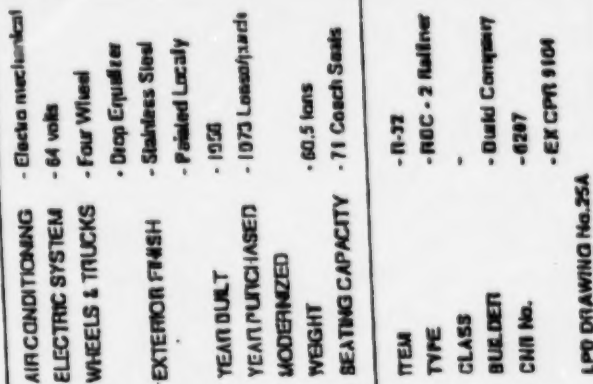


Photo 16119 is a vehicle of CN and VIA at Sudbury, Ontario, in May 1981. CN logo are removed from front and sides and several black VIA logos added to interior and side windows.

WLC Car collection



in his volume. As was the practice on the prairie the first-hand witness is

CM D-300 runs on Irida 807 and 808 between Edmonton and Mark

LPD
August 1981

81 July 31-81
Revision

Rail Canada vol.5

PAINTING AND LETTERING GUIDE FOR CANADIAN RAILWAYS

Section - RAIL DIESEL CARS
Subject - OUTLINE DRAWINGS
Railway - CANADIAN NATIONAL

Date: July 28, 1991	By: D.C.L.	Drawing N° 0
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PASSENGER CAR / CONDITION ASSESSMENT

Car Number: **VIA 6105** Type: **RDC1 Snack** Inspected by: **R. BORDUAS**Date: **AUGUST 18, 1999** Location: **TORONTO**Year Built: **1950 - 1957** Mileage: **UNKNOWN**Last Major Shopping: **UNKNOWN**

CLASSIFICATION: 1- Serviceable as is (0-50 hours) 2- Requires light intervention (51-400 hours) 3-Unserviceable

APPRAISAL: 1 2 3 4 5 6 7 8 9 10

GENERAL COMMENTS:

UNDERFRAME	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Center Sill	X			X			
Side Sills	X			X			
End Sills	X			X			
Cross Bearers	X			X			
Needle Beams	X			X			
Couplers & Gears	X			X			"F" TYPE RUBBER GEARS.
Buffers / Stems	X			X			
Pilots	X			X			
STRUCTURE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Side Sheating and Posts	X					X	BELT RAIL, PIER PANEL, LETTER BOARD, POOR JOINTS R-SIDE.
Roof					X		PATCHED.
Vestibule Doors	X				X		TO ADJUST RUBBING.
Vestibule Steps	X			X			
Trap Doors	X				X		BINDING TO ADJUST.
Diaphragms & Canvas	X				X		CANVAS PERISHED.
Platform	X			X			

TRUCKS	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
4-Wheels I.S.H. Built up	X			X			MILEAGE WEAR (25%).
Wheel Slip Devices	X			X			DECELOSTAT, TO TEST AND SERVICE.
Springs	X			X			
Wheels	X			X			34 IN.. DIAMETER WHEELS, 5½x10 BEARINGS.
AIR BRAKES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
D-22, 26L systems	X						
Control Valves	X				X		DUE C.O.T.S.
Reservoirs	X				X		TO FLUSH AND TEST.
Hand Brakes	X				X		DUE PERIODIC MAINTENANCE.
HEATING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Engine Coolant	X						
Floor Heat Coils	X			X			TO TEST AND SERVICE.
Overhead Coils	X			X			TO TEST AND SERVICE.
AIR CONDITIONING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Freon 12 System							ENVIRONMENT ISSUE, CONSIDER CONVERSION CARRIER SYSTEM.
Condenser	X			X			TO BLOW AND TEST.
Evaporator	X			X			TO WASH AND TEST.
Compressor	X			X			TO BENCH OVERHAUL.
ELECTRIC	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
110/220 Volts DC						X	ORIGINAL WIRING PERISHED.
DC Generator	X			X			2X 20 kw BRUSHLESS TO BENCH, TEST AND OVERHAUL.
Batteries		X					REMOVED.
Control Panel		X		X			EPR500 - 1 END STRIPPED.
Lighting	X			X			TO TEST AND SERVICE.
Main Blower Fans	X			X			TO BENCH, TEST AND OVERHAUL.

ELECTRIC Con't	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Exhaust Fans	X			X			TO TEST AND SERVICE.
Refrigeration	X			X			TO TEST AND SERVICE.
Microwave		X					MISSING.
Inverter / Alternator				X			TO TEST AND SERVICE.
Appliances							N/A.
WATER SANITATION	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Water Tank & Casing	X			X			TO FLUSH, TEST AND STERILIZE.
Plumbing	X			X			TO TEST AND SERVICE.
Toilets	X			X			TO TEST AND SERVICE.
Basins	X			X			TO TEST AND SERVICE.
COSMETICS / AMENITIES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Exterior Paint	X					X	FADED, CHIPPED AND FLAKING.
Seats	X				X		64 MOUNT ROYAL (2 CUSHIONS MISSING).
Upholstery	X				X		DUSTY TO CLEAN.
Carpets	X				X		DUSTY TO CLEAN.
Interior Finish	X				X		NEEDS COSMETIC ATTENTION.
Sashes	X					X	LEAKING, CONDENSATED.
End Door and Locks	X			X			
Washroom Doors and Locks	X			X			
Window Blinds	X			X			

POWER PACKAGE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Engines / Transmission	X				X		2 CUMMINS TO BENCH OVERHAUL.
Engine Pans		X			X		1 PAN ASSEMBLY MISSING, 1 TO R.I.P.
Spicer Shafts	X				X		TO QUALIFY AND SERVICE.
Air Compressor	X				X		BENCH OVERHAUL.
Fuel Tank	X			X			TO FLUSH AND SERVICE.
Exhaust System	X			X			
Brake Control Valves	X			X			DUE PERIODIC MAINTENANCE.
Event Recorder	X			X			TO TEST.
Bells / Horns	X			X			TO TEST AND SERVICE.
Radiators	X					X	EVIDENCE OF LEAKS.

OTHERS

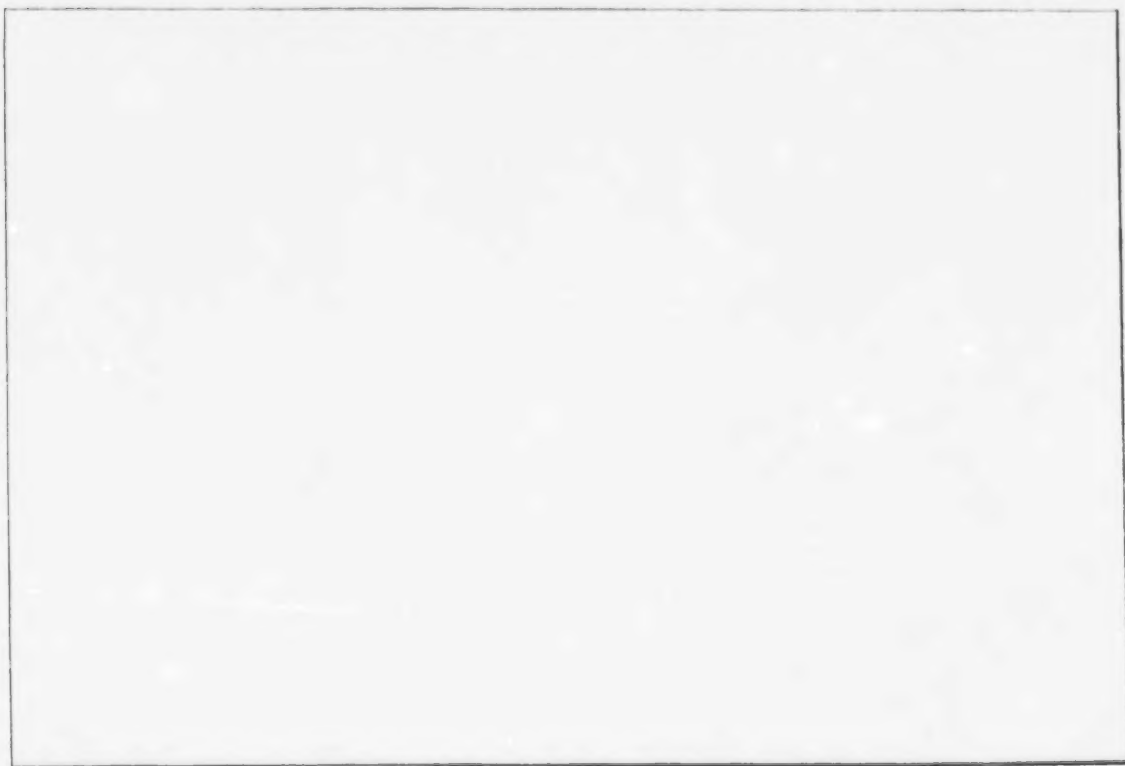
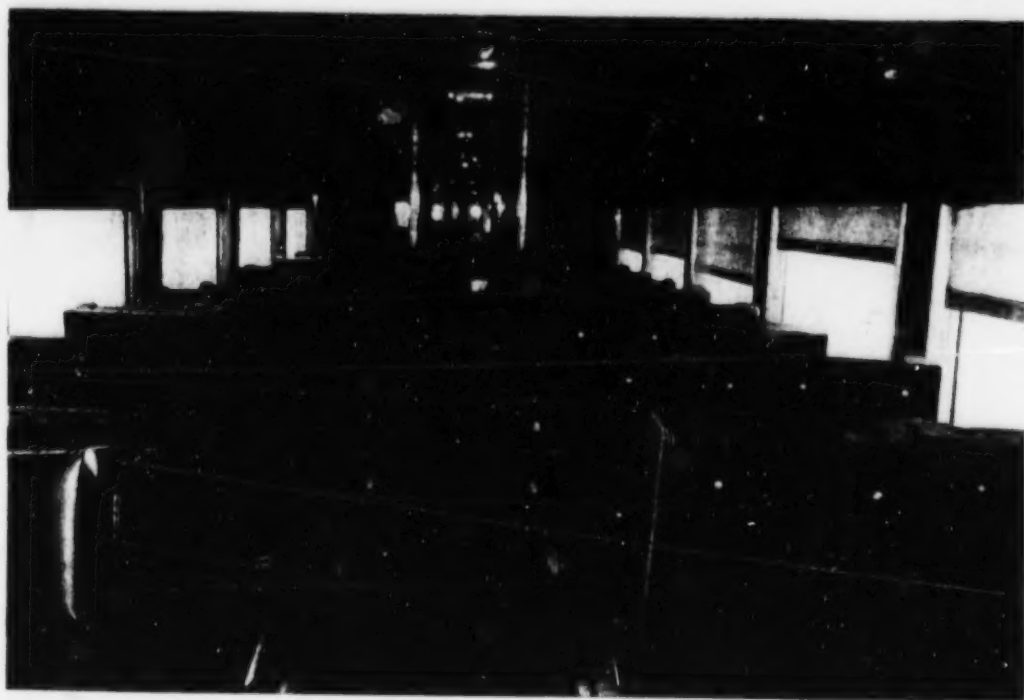
WHEEL DATA	L1 - 1 ⁵ / ₈ IN.	L2 - 2 IN.	L3 - 1 ½ IN.	L4 - 2 ½ IN.
	R1 - _____	R2 - _____	R3 - _____	R4 - _____

Inspected By:

(Signature)

(Date)





PASSENGER CAR / CONDITION ASSESSMENT

Car Number: VIA 6114	Type: RDC1 snack	Inspected by: R. BORDUAS
Date: AUGUST 19, 1999	Location: TORONTO	
Year Built: 1950 - 1957	Mileage: UNKNOWN	
Last Major Shopping: UNKNOWN		
CLASSIFICATION:	1- Serviceable as is (0-50 hours)	2- Requires light intervention (51-400 hours)
3-Unserviceable		

APPRAISAL:	1	2	3	4	5	6	7	8	9	10
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GENERAL COMMENTS:

UNDERFRAME	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Center Sill	X			X			
Side Sills	X			X			
End Sills	X			X			
Cross Bearers	X			X			
Needle Beams	X			X			
Couplers & Gears	X			X			"F" TYPE RUBBER GEARS
Buffers / Stems	X			X			
STRUCTURE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Side Sheeting and Posts	X				X		COLLISION DAMAGE TO RIGHT SIDE SIDE SILL CAPING AND FLUTING DENTED
Roof	X			X			
Vestibule Doors	X			X			
Vestibule Steps	X				X		COLLISION DAMAGE A.R.
Trap Doors	X			X			
Diaphragms & Canvas	X			X			
Platform	X			X			

TRUCKS	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
4-Wheels I.S.H.	X			X			LOW MILEAGE WEAR
Wheel slip device	X	X				X	MISSING ELECTRICAL PARTS
Springs	X			X			
Wheels	X			X			5 ½ X 10 BEARINGS 34 IN. DIA. WHEELS
AIR BRAKES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
D-22, 26L systems	X			X			
Control Valves	X			X			DUE C.O.T.S.
Reservoirs	X			X			TO FLUSH AND TEST
Hand Brakes	X			X			DUE PERIODIC TESTS
HEATING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Engine Coolant							
Floor Heat Coils	X			X			TO TEST AND SERVICE
Overhead Coils	X			X			
AIR CONDITIONING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Freon 12 System							IMPACT DAMAGE
Condenser			X				MISSING - COLLISION DAMAGE
Evaporator	X			X			TO WASH AND TEST
Compressor	X			X			TO BENCH OVERHAUL
ELECTRIC	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
110/220 Volts DC				X			NEW WIRING
DC Generator	X			X			2 X 20 kW TO BENCH AND OVERHAUL
Batteries		X					REMOVED BOX COVER MISSING
Control Panel	X			X			E.P.R. 500 TO TEST AND SERVICE
Lighting	X			X			TO TEST AND SERVICE
Main Blower Fans	X			X			TO BENCH OVERHAUL

ELECTRIC Con't	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Exhaust Fans	X			X			TO TEST AND SERVICE
Refrigeration	X			X			1 COMMERCIAL TO TEST AND SERVICE
Microwave		X					MISSING
Inverter / Alternator				X			TO TEST AND SERVICE
Appliances							N/A
WATER SANITATION	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Water Tank & Casing	X			X			TO FLUSH , TEST, STERILIZE
Plumbing	X			X			TO TEST AND SERVICE
Toilets	X			X			TO TEST AND SERVICE
Basins	X			X			TO TEST AND SERVICE
COSMETICS / AMENITIES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Exterior Paint	X				X		FADED
Seats	X			X			64 WAKEFIELD FOOD TRAYS
Upholstery	X				X		DUSTY TO CLEAN
Carpets	X				X		DUSTY TO CLEAN
Interior Finish	X			X			REQUIRES MINOR ATTENTION
Sashes	X			X			
End Door and Locks	X			X			
Washroom Doors and Locks	X			X			
Window Blinds	X			X			

POWER PACKAGE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Engines / Transmission						X	2 CUMMINS TO BENCH OVERHAUL MISSING AIR FILTER CASING ON R. SIDE
Engine Pans	X					X	COLLISION DAMAGE TO R.R.R.
Spicer Shafts	X				X		TO QUALIFY AND REPAIR
Air Compressor	X					X	TO BENCH OVERHAUL + BRACKET BENT
Fuel Tank	X					X	TO FLUSH AND REPAIR (ACCIDENT DAMAGE)
Exhaust System	X			X			
Brake Control Valves	X			X			DUE PERIODIC MAINTENANCE
Event Recorder		X					MISSING
Bells / Horns	X			X			TOT EST AND SERVICE
Radiators	X					X	EVIDENCE OF LEAKS

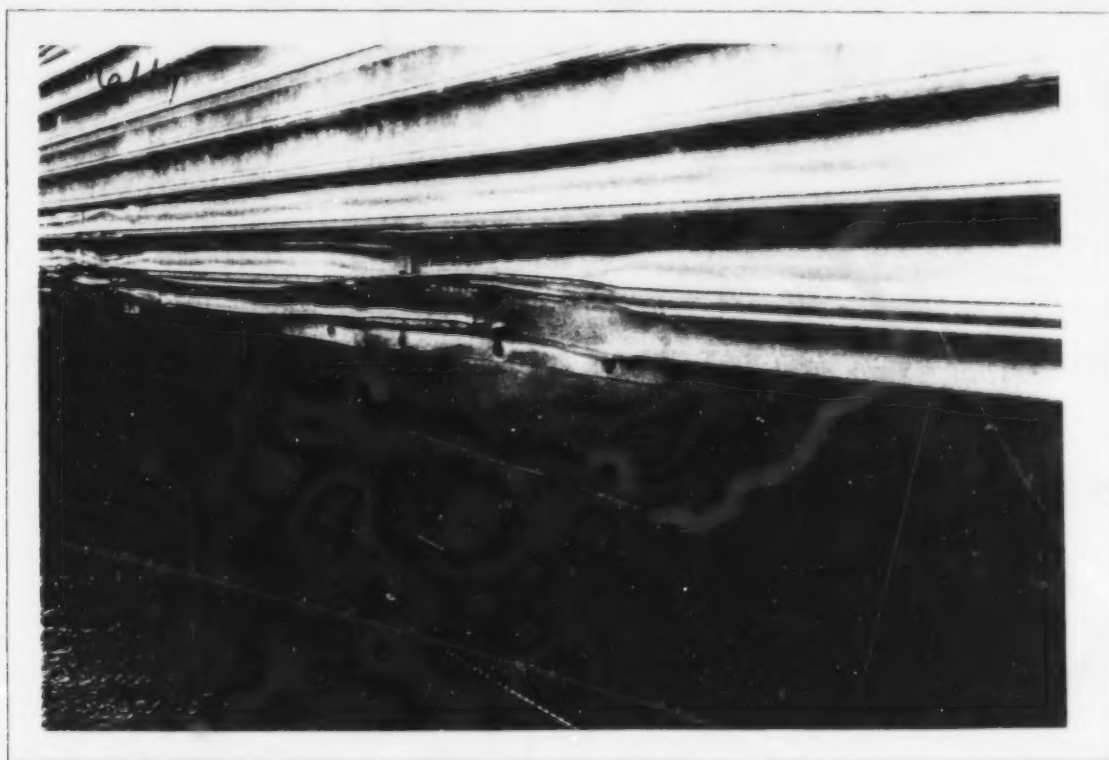
OTHERS

WHEEL DATA	L1 - 1 IN.	L2 - 1½ IN.	L3 - 1 1/2 IN.	L4 - 1 IN.
	R1 - _____	R2 - _____	R3 - _____	R4 - _____

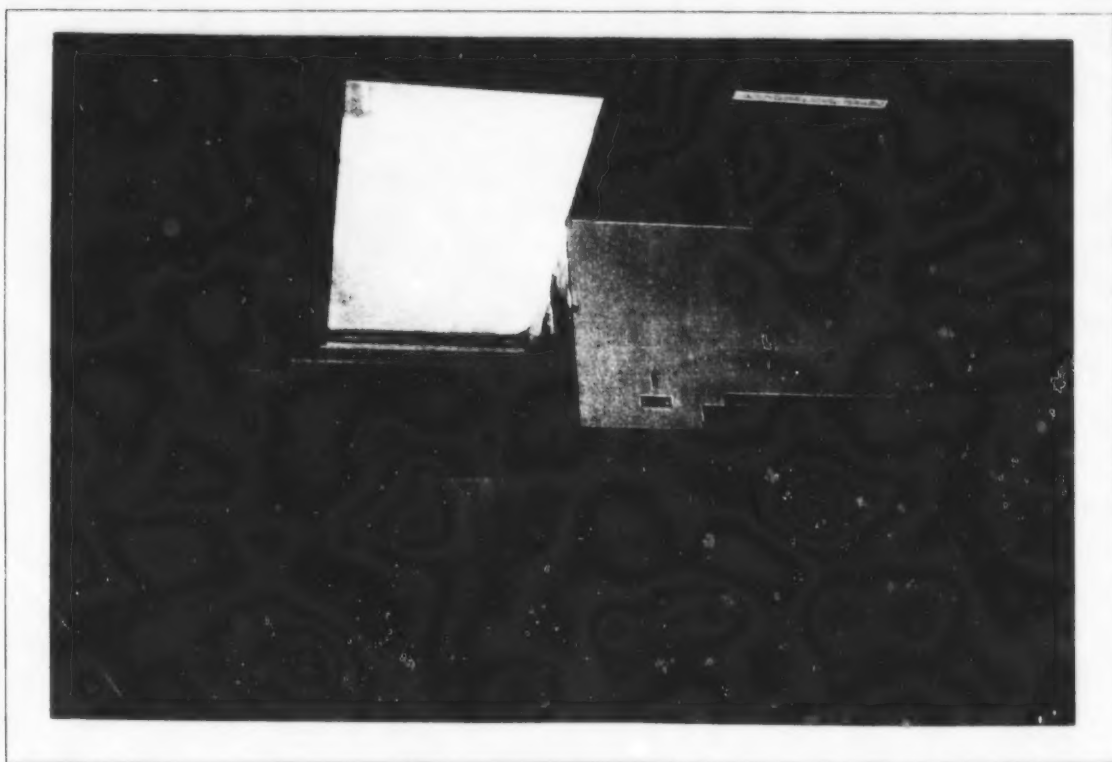
Inspected By:

(Signature)

(Date)









PASSENGER CAR / CONDITION ASSESSMENT

Car Number: **VIA 6119**Type: **RDC1 Snack**Inspected by: **R. BORDUAS**Date: **AUGUST 18, 1999**Location: **TORONTO**Year Built: **1950 - 1957**Mileage: **UNKNOWN**Last Major Shopping: **UNKNOWN**

CLASSIFICATION:

1- Serviceable as is
(0-50 hours)2- Requires light intervention
(51-400 hours)

3-Unserviceable

APPRAISAL:

1

2

3

4

5

6

7

8

9

10

GENERAL COMMENTS:

UNDERFRAME	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Center Sill	X			X			
Side Sills	X			x			
End Sills	X			X			
Cross Bearers	X			X			
Needle Beams	X			X			
Couplers & Gears	X			X			"F" TYPE RUBBER GEARS.
Buffers / Stems	X			X			
STRUCTURE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Side Sheating and Posts	X					X	HORIZONTAL DISTORTION AT LETTER BOARD AND PIER PANELS.
Roof	X					X	PATCHED, POOR JOINTS.
Vestibule Doors	X				X		TO ADJUST.
Vestibule Steps	X				X		DENTED LOOSE TREAD.
Trap Doors	X				X		BINDING TO ADJUST.
Diaphragms & Canvas	X				X		CANVAS TORN.

TRUCKS	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
4-Wheels I.S.H.	X			X			LOW MILEAGE WEAR (25%).
Wheel Slip Devices	X			X			DECELOSTAT, TO TEST AND SERVICE.
Springs	X			X			
Wheels	X			X			34 IN.. DIAMETER WHEELS, 5½x10 BEARINGS.
AIR BRAKES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
D-22, 26L systems	X			X			
Control Valves	X			X			DUE C.O.T.S.
Reservoirs	X			X			TO CLEAN AND TEST.
Hand Brakes	X			X			DUE PERIODIC MAINTENANCE.
HEATING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Engine Coolant	X			X			
Floor Heat Coils	X			X			TO TEST AND SERVICE.
Overhead Coils	X			X			TO TEST AND SERVICE.
AIR CONDITIONING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Freon 12 System	X			X			ENVIRONMENT ISSUE, CONSIDER CONVERSION. FRIGIDAIRE SYSTEM.
Condenser	X			X			TO BLOW AND TEST.
Evaporator	X			X			TO WASH AND TEST.
Compressor	X			X			TO BENCH OVERHAUL.
ELECTRIC	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
110/220 Volts DC						X	ORIGINAL WIRING.
DC Generator	X			X			2X 10 kw TO BENCH OVERHAUL.
Batteries		X					REMOVED.
Control Panel	X			X			OLD TYPE TO TEST AND SERVICE.
Lighting	X			X			TO TEST AND SERVICE.
Main Blower Fans	X			X			TO BENCH OVERHAUL.

ELECTRIC Con't	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Exhaust Fans	X			X			TO TEST AND SERVICE.
Refrigeration							PROPANE SNACK BAR.
Microwave							N/A.
Inverter / Alternator							N/A.
Appliances							N/A.
WATER SANITATION	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Water Tank & Casing	X			X			TO FLUSH, TEST AND STERILIZE.
Plumbing	X			X			TO TEST AND SERVICE.
Toilets	X			X			TO TEST AND SERVICE.
Basins	X			X			TO TEST AND SERVICE.
COSMETICS / AMENITIES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Exterior Paint						X	FADED AND CHIPPED.
Seats	X			X			64 WAKEFIELD, NO TRAYS.
Upholstery	X				X		DUSTY TO CLEAN.
Carpets	X				X		DIRTY TO CLEAN.
Interior Finish	X					X	NEEDS HEAVY COSMETIC ATTENTION.
Sashes	X		X			X	3 BROKEN, OTHERS CONDENSATED.
End Door and Locks	X			X			
Washroom Doors and Locks	X			X			
Window Blinds	X			X			

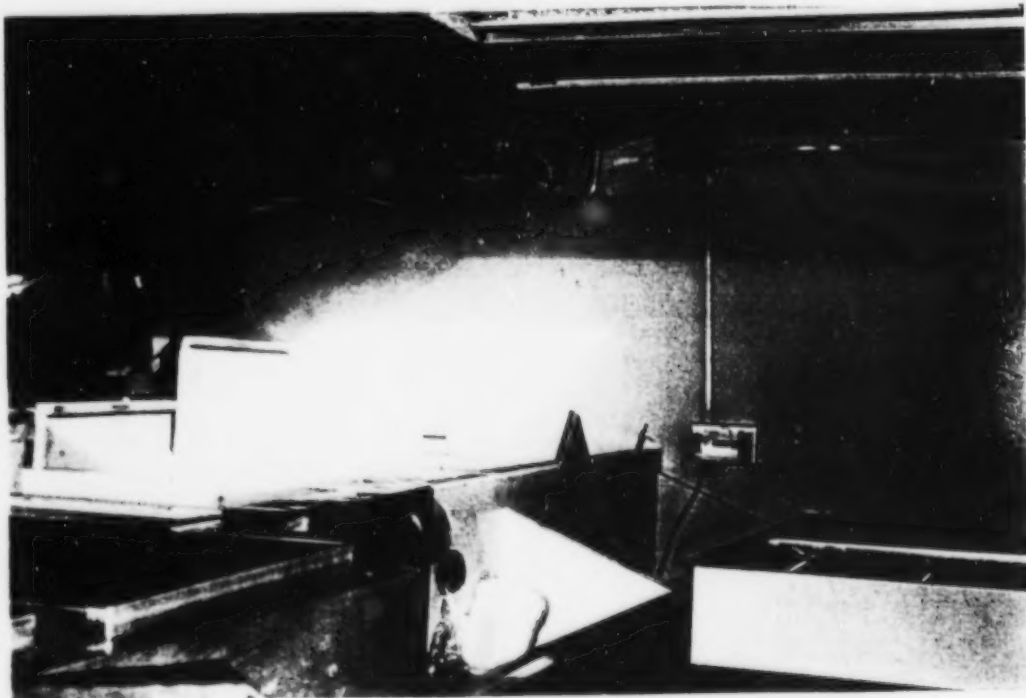
POWER PACKAGE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Engines / Transmission	X				X		2 CUMMINS TO BENCH OVERHAUL.
Engine Pans	X					X	2 TO R.R.R.
Spicer Shafts	X				X		TO QUALIFY AND REPAIR.
Air Compressor	X				X		TO BENCH OVERHAUL.
Fuel Tank				X			TO FLUSH AND SERVICE.
Exhaust System	X			X			
Brake Control Valves	X			X			DUE PERIODIC MAINTENANCE.
Event Recorder		X					MISSING.
Bells / Horns	X			X			TO TEST AND SERVICE.
Radiators	X					X	EVIDENCE OF LEAKS.

OTHERS				
WHEEL DATA	L1 - 2 ½ IN.	L2 - 2 ½ IN.	L3 - 2 ½ IN.	L4 - 2 ½ IN.
	R1 - _____	R2 - _____	R3 - _____	R4 - _____

Inspected By:

(Signature)

(Date)





TRUCKS	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
4-Wheels I.S.H. Built up	X				X		MILEAGE WEAR (40%).
Wheel Slip Devices	X			X			DECELOSTAT, TO TEST AND SERVICE.
Springs	X			X			
Wheels	X			X			34 IN.. DIAMETER WHEELS, 5½x10 BEARINGS.
AIR BRAKES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
D-22, 26L systems	X						
Control Valves	X				X		DUE C.O.T.S.
Reservoirs	X				X		TO FLUSH AND TEST.
Hand Brakes	X				X		DUE PERIODIC TESTS.
HEATING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Engine Coolant							
Floor Heat Coils	X			X			TO TEST AND SERVICE.
Overhead Coils	X			X			TO TEST AND SERVICE.
AIR CONDITIONING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Freon 12 System	X			X			ENVIRONMENT ISSUE, CONSIDER CONVERSION CARRIER SYSTEM.
Condenser	X			X			TO BLOW AND TEST.
Evaporator	X			X			TO WASH AND TEST.
Compressor	X			X			TO BENCH OVERHAUL.
ELECTRIC	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
110/220 Volts DC	X					X	ORIGINAL WIRING PERISHED.
DC Generator	X			X			2X 10 kw TO BENCH, TEST AND OVERHAUL.
Batteries		X					REMOVED.
Control Panel	X			X			OLD TYPE, TO TEST AND SERVICE.
Lighting			X			X	FIXTURES BROKEN.
Main Blower Fans	X			X			TO BENCH OVERHAUL.

ELECTRIC Con't	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Exhaust Fans	X			X			TO TEST AND SERVICE.
Refrigeration		X					MISSING – PROPANE SYSTEM.
Microwave							N/A.
Inverter / Alternator	X						N/A.
Appliances							N/A.
WATER SANITATION	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Water Tank & Casing	X			X			TO FLUSH, TEST AND STERILIZE.
Plumbing	X			X			TO TEST AND SERVICE.
Toilets	X			X			TO TEST AND SERVICE.
Basins	X			X			TO TEST AND SERVICE.
COSMETICS / AMENITIES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Exterior Paint						X	FADED.
Seats	X					X	68 MOUNT ROYAL, POOR CONDITION.
Upholstery	X				X		DUSTY TO CLEAN.
Carpets	X				X		DUSTY TO CLEAN.
Interior Finish	X				X		NEEDS COSMETIC ATTENTION.
Sashes			X			X	LEAKING – 4 BROKEN.
End Door and Locks	X			X			
Washroom Doors and Locks	X			X			
Window Blinds	X			X			

POWER PACKAGE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Engines / Transmission	X				X		2 CUMMINS TO BENCH OVERHAUL.
Engine Pans	X				X		TO R.I.P.
Spicer Shafts	X				X		TO QUALIFY AND REPAIR.
Air Compressor	X				X		TO TEST AND BENCH OVERHAUL.
Fuel Tank	X			X			TO FLUSH AND SERVICE.
Exhaust System	X			X			
Brake Control Valves	X			X			DUE PERIODIC MAINTENANCE.
Event Recorder	X			X			TO TEST AND SERVICE.
Bells / Horns	X			X			TO TEST AND SERVICE.
Radiators	X					X	EVIDENCE OF LEAKS.

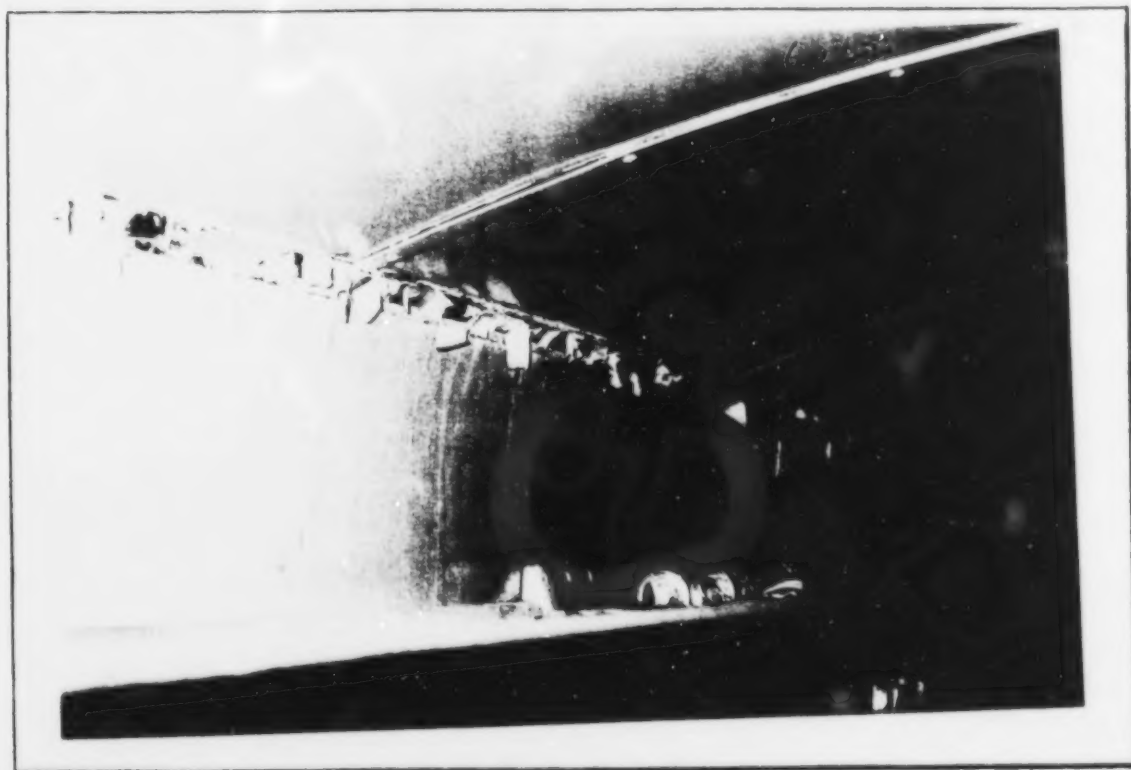
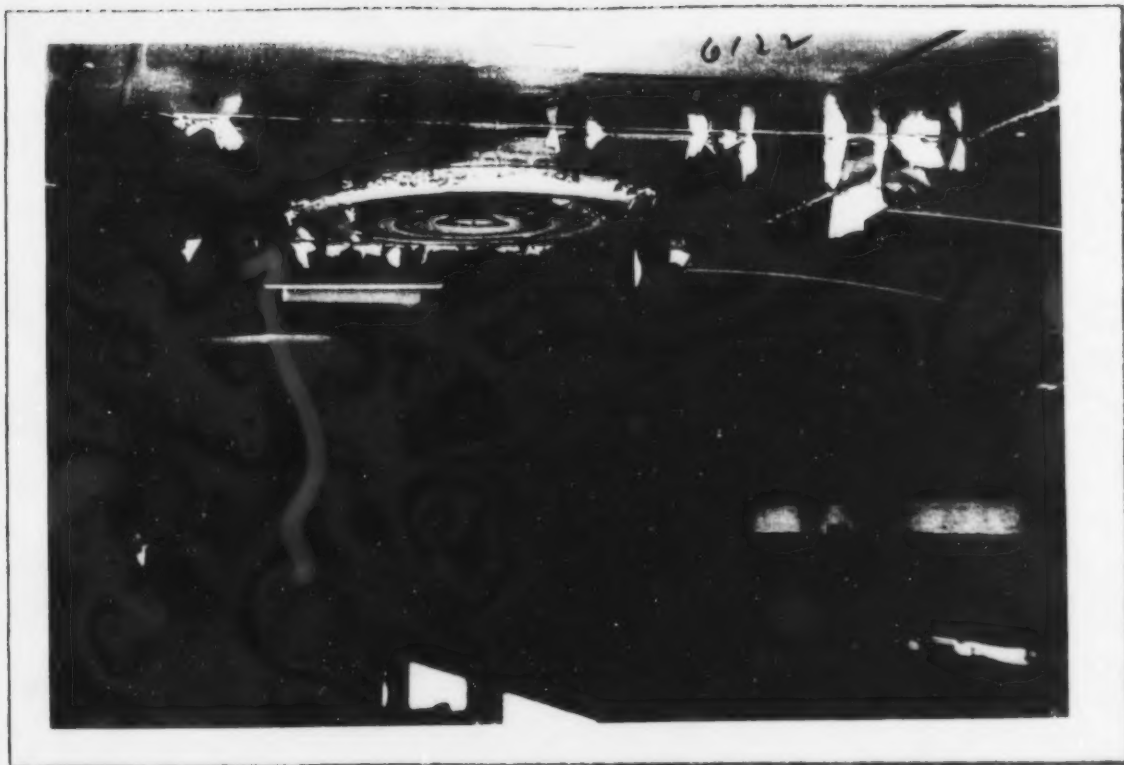
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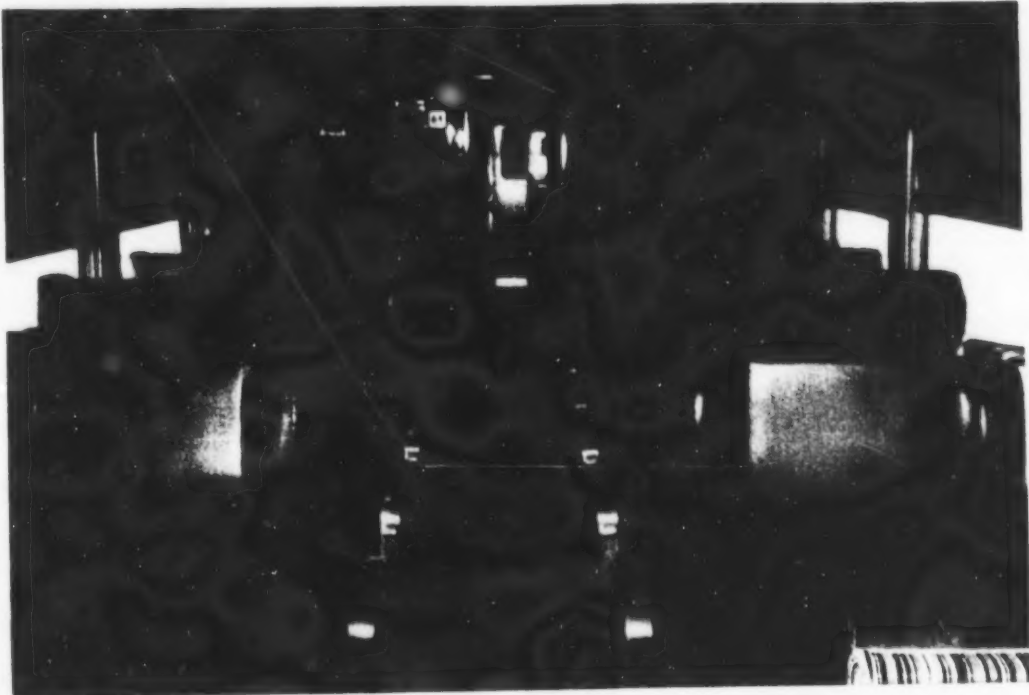
WHEEL DATA	L1 - 2½ IN.	L2 - 2 ½ IN.	L3 - 1 ¼ IN.	L4 - 2 ½ IN.
	R1 - _____	R2 - _____	R3 - _____	R4 - _____

Inspected By:

(Signature)

(Date)





PASSENGER CAR / CONDITION ASSESSMENT

Car Number: **VIA 6136**Type: **RDC1**Inspected by: **R. BORDUAS**Date: **AUGUST 19, 1999**Location: **TORONTO**Year Built: **1950 - 1957**Mileage: **UNKNOWN**Last Major Shopping: **UNKNOWN**

CLASSIFICATION:

1- Serviceable as is
(0-50 hours)2- Requires light intervention
(51-400 hours)

3-Unserviceable

APPRAISAL:

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GENERAL COMMENTS:

UNDERFRAME	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
Center Sill	X			X			
Side Sills	X			X			
End Sills	X			X			
Cross Bearers	X			X			
Needle Beams	X			X			
Couplers & Gears	X			X			"F" TYPE RUBBER GEARS
Buffers / Sterns	X			X			
STRUCTURE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
Side Sheeting and Posts	X			X			
Roof	X					X	EVIDENCE OF LEAKS - MILDEW - MUSTY SMELL
Vestibule Doors	X				X		TO ADJUST
Vestibule Steps	X				X		1 DISTORTED "B"-END
Trap Doors	X				X		BINDING TO ADJUST
Diaphragms & Canvas	X			X			
Platform	X			X			

TRUCKS	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
4-Wheels I.S.H.	X			X			LOW MILEAGE WEAR
Wheel slip device	X			X			DECELOSTAT TO TEAT AND SERVICE
Springs	X			X			
Wheels	X			X			5 ½ X 10 BEARINGS 34 IN. DIA. WHEELS
AIR BRAKES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
D-22, 26L systems	X						
Control Valves	X			X			DUE C.O.T.S.
Reservoirs	X			X			TO FLUSH AND TEST
Hand Brakes	X			X			DUE PERIODIC MAINTENANCE
HEATING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
Engine Coolant							
Floor Heat Coils	X			X			TO TEST AND SERVICE
Overhead Coils	X			X			TO TEST AND SERVICE
AIR CONDITIONING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
Freon 12 System	X			X			ENVIRONMENT ISSUE – CONSIDER CONVERSION – FRIGIDAIRE SYSTEM
Condenser	X			X			TO BLOW AND TEST
Evaporator	X			X			TO WASH AND TEST
Compressor	X			X			TO BENCH OVERHAUL
ELECTRIC	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
110/220 Volts DC	X			X			NEW WIRING
DC Generator	X			X			2 X 10 kW TO BENCH OVERHAUL
Batteries		X					REMOVED
Control Panel	X			X			OLD TYPE TO TEST AND SERVICE
Lighting	X			X			TO TEST AND SERVICE
Main Blower Fans	X			X			TO BENCH OVERHAUL

ELECTRIC Con't	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
Exhaust Fans	X			X			TO TEST AND SERVICE
Refrigeration							N/A
Microwave							N/A
Inverter / Alternator							N/A
Appliances							N/A
WATER SANITATION	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
Water Tank & Casing	X			X			TO FLUSH, TEST AND STERILIZE
Plumbing	X			X			TO TEST AND SERVICE
Toilets	X			X			TO TEST AND SERVICE
Basins	X			X			TO TEST AND SERVICE
COSMETICS / AMENITIES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
Exterior Paint	X					X	FLAKED - FADED - CHIPPED
Seats	X			X			74 SLEEPY HOLLOW - NO TRAYS
Upholstery	X				X		DUSTY TO CLEAN
Carpets	X				X		DIRTY TO CLEAN
Interior Finish	X					X	EVIDENCE OF LEAKS - CONDENSATED
Sashes	X					X	
End Door and Locks	X			X			
Washroom Doors and Locks	X			X			
Window Blinds	X			X			

POWER PACKAGE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
Engines / Transmission	X				X		2 CUMMINS TO BENCH OVERHAUL
Engine Pans	X					X	2 TO R.R.R.
Spicer Shafts	X				X		TO QUALIFY AND REPAIR
Air Compressor	X				X		TO BENCH OVERHAUL
Fuel Tank	X			X			TO FLUSH AND SERVICE
Exhaust System	X			X			
Brake Control Valves	X			X			DUE PERIODIC MAINTENANCE
Event Recorder	X			X			TO TEST
Bells / Horns	X			X			TO TEST AND SERVICE
Radiators	X					X	EVIDENCE OF LEAKS

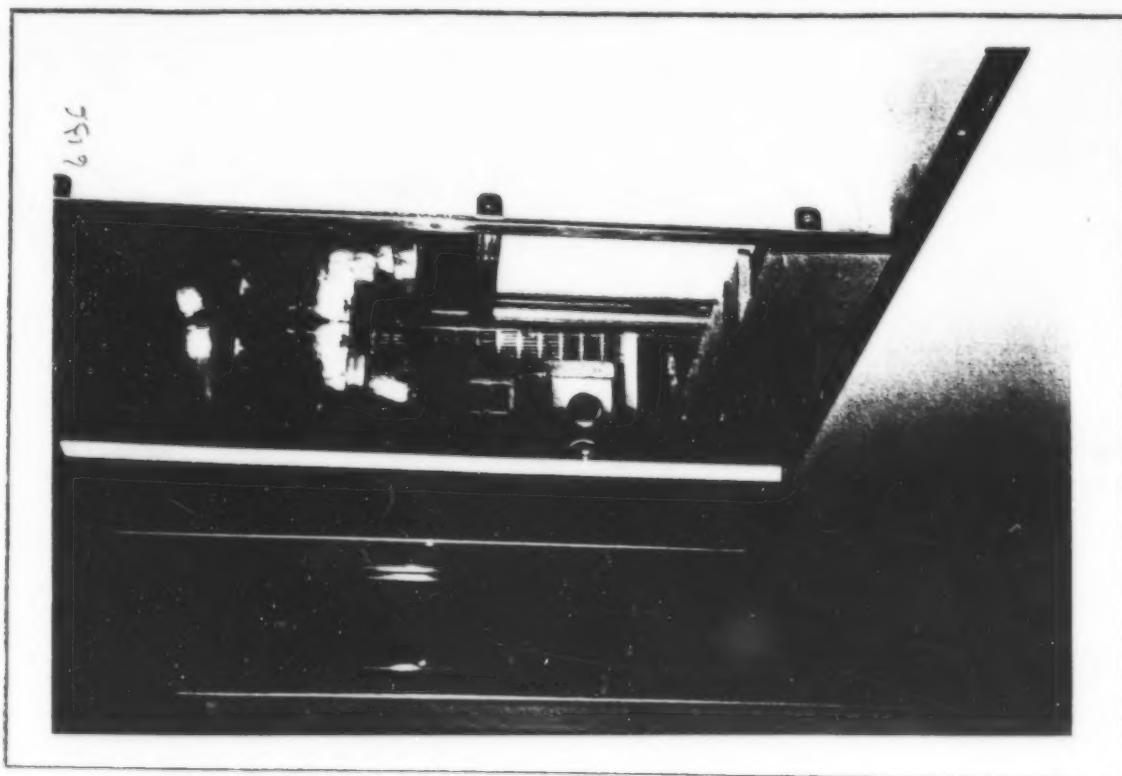
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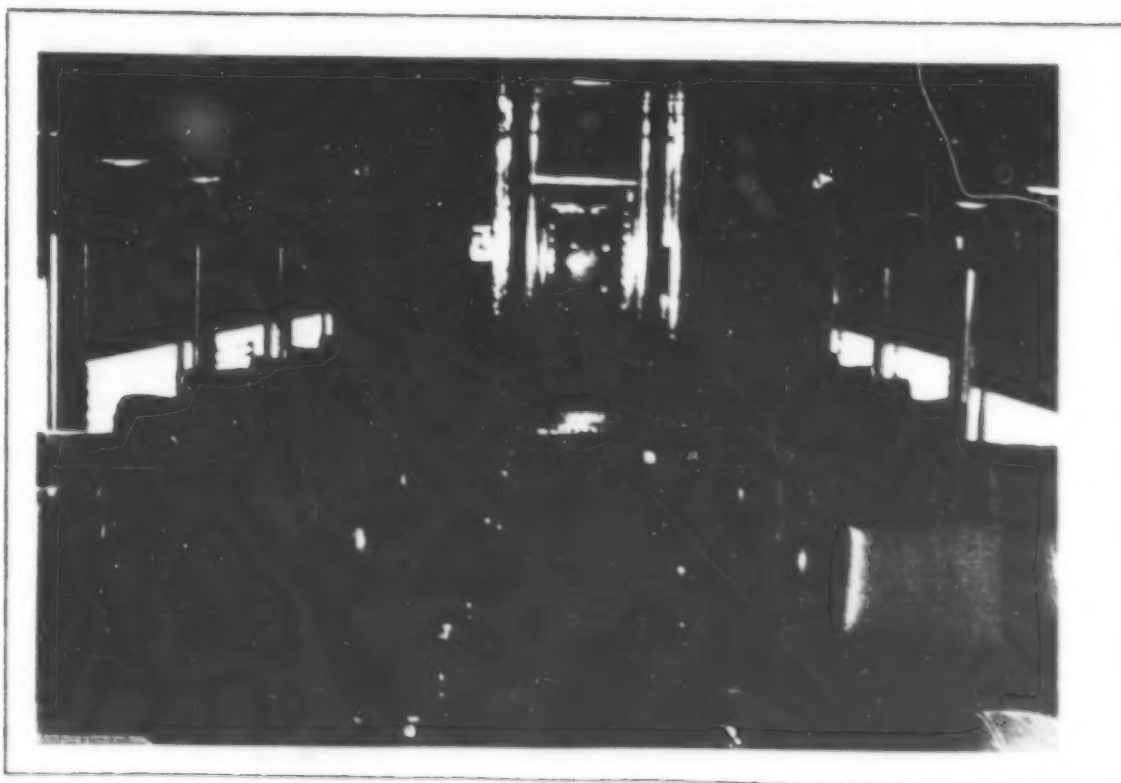
WHEEL DATA	L1 - 2 IN.	L2 - 2½ IN.	L3 - 2 IN.	L4 - 2 IN.
	R1 - _____	R2 - _____	R3 - _____	R4 - _____

Inspected By:

(Signature)

(Date)





PASSENGER CAR / CONDITION ASSESSMENT

Car Number: **VIA 6137** Type: **RDC1** Inspected by: **R. BORDUAS**Date: **AUGUST 13, 1999** Location: **MONTREAL**Year Built: **1950 - 1957** Mileage: **UNKNOWN**Last Major Shopping: **UNKNOWN**

CLASSIFICATION: 1- Serviceable as is (0-50 hours) 2- Requires light intervention (51-400 hours) 3-Unserviceable

APPRAISAL: 1 2 3 4 5 6 7 8 9 10

GENERAL COMMENTS:

UNDERFRAME	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Center Sill	X			X			
Side Sills			X		X		SIDE SILL CAP DENTED - 6 FT, L-SIDE
End Sills	X			X			
Cross Bearers	X			X			
Needle Beams	X			X			
Couplers & Gears	X			X			"F" TYPE WAUGHMAT GEARS.
Buffers / Stems	X			X			
STRUCTURE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Side Sheating and Posts						X	FLUTING DISTORTED, POOR JOINT. LETTER BOARD DISTORTED, POOR JOINT.
Roof	X					X	EVIDENCE OF LEAKS.
Vestibule Doors	X			X			
Vestibule Steps	X			X			
Trap Doors	X				X		TO ADJUST.
Diaphragms & Canvas	X				X		CANVAS TORN.
Platform	X			X			

TRUCKS	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
4-Wheels I.S.H.	X			X			MILEAGE WEAR.
Castings	X			X			MILEAGE WEAR.
Springs	X			X			DOUBLE COILS.
Wheels	X			X			34" DIAMETER WHEELS, 5½x10 CONVENTIONAL BEARINGS.
AIR BRAKES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
D-22, 26L systems	X			X			
Control Valves	X			X			DUE C.O.T.S.
Reservoirs	X			X			TO CLEAN AND TEST.
Hand Brakes	X			X			DUE PERIODIC TESTS.
HEATING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Engine Coolant	X						
Floor Heat Coils	X			X			TO FLUSH TEST AND SERVICE.
Overhead Coils	X			X			TO FLUSH TEST AND SERVICE.
AIR CONDITIONING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Freon 12 System	X					X	ENVIRONMENT ISSUE, CONSIDER CONVERSION.
Condenser	X			X			TO CLEAN AND TEST.
Evaporator	X			X			TO CLEAN AND TEST.
Compressor	X			X			TO BENCH OVERHAUL.
ELECTRIC	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
110/220 Volts DC	X						
DC Generator	X						2X 10 kw TO BENCH OVERHAUL.
Batteries		X					REMOVED.
Control Panel	X			X			TO TEST AND SERVICE.
Lighting	X			X			TO TEST AND SERVICE.
Main Blower Fans	X			X			TO BENCH OVERHAUL.

ELECTRIC Con't	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Exhaust Fans	X			X			TO TEST AND SERVICE.
Refrigeration							N/A
Microwave							N/A
Inverter / Alternator							N/A
Appliances							N/A
WATER SANITATION	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Water Tank & Casing	X			X			TO FLUSH TEST AND STERILIZE.
Plumbing	X			X			TO TEST AND SERVICE.
Toilets	X			X			TO TEST AND SERVICE.
Basins	X			X			TO TEST AND SERVICE.
COSMETICS / AMENITIES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Exterior Paint						X	VIA BLUE & YELLOW.
Seats	X			X			64 SLEEPY HOLLOW.
Upholstery	X				X		DUSTY TO CLEAN.
Carpets	X					X	MILDEWED.
Interior Finish					X		NEEDS COSMETIC ATTENTION.
Sashes	X					X	LEAKING.
End Door and Locks	X			X			
Washroom Doors and Locks	X			X			
Window Blinds	X			X			

POWER PACKAGE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Engines / Transmission	X				X		2 CUMMINS. TO BENCH OVERHAUL.
Engine Pans	X				X		TO ADJUST.
Spicer Shafts	X				X		TO BENCH OVERHAUL.
Air Compressor	X				X		TO BENCH OVERHAUL.
Fuel Tank	X			X			TO FLUSH AND SERVICE.
Exhaust System	X			X			TO TEST AND SERVICE.
Brake Control Valves	X			X			26L DUE PERIODIC MAINTENANCE.
Event Recorder	X			X			TO TEST AND SERVICE.
Bells / Horns	X			X			TO TEST AND SERVICE.

OTHERS				
WHEEL DATA	L1 - 2½ IN.	L2 - 2 IN.	L3 - 2 IN.	L4 - 2 IN.
	R1 - _____	R2 - _____	R3 - _____	R4 - _____

Inspected By:

(Signature)

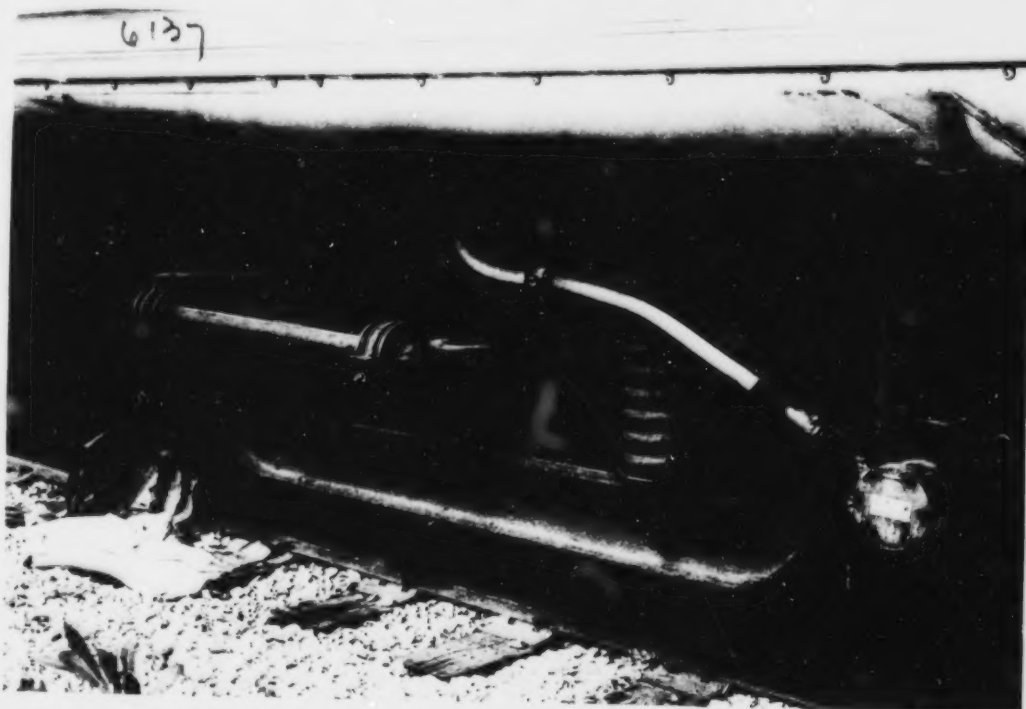
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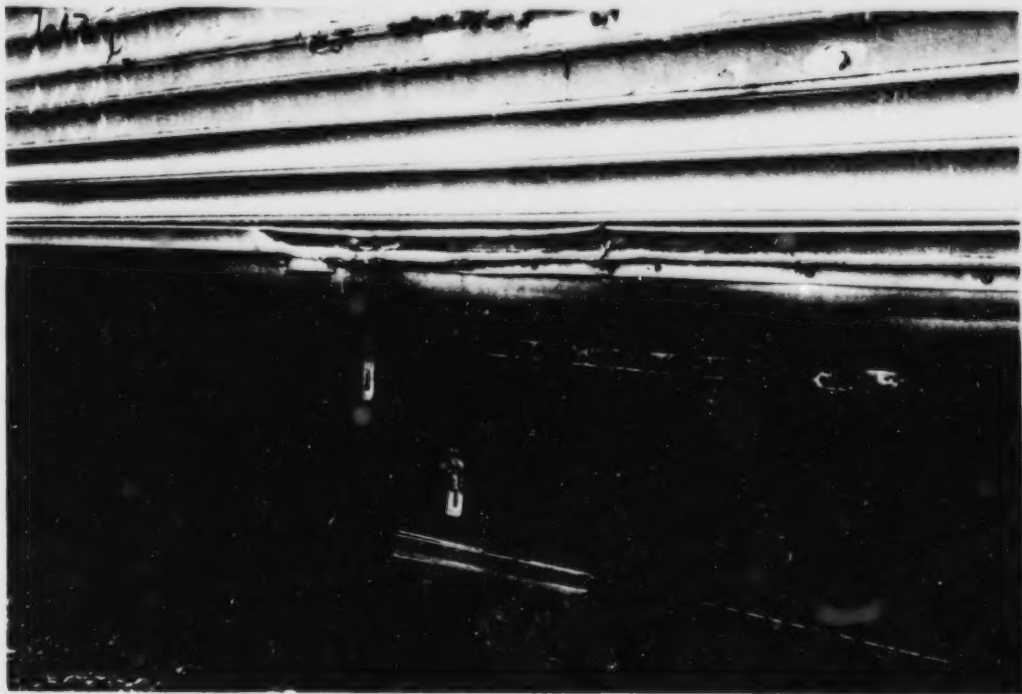
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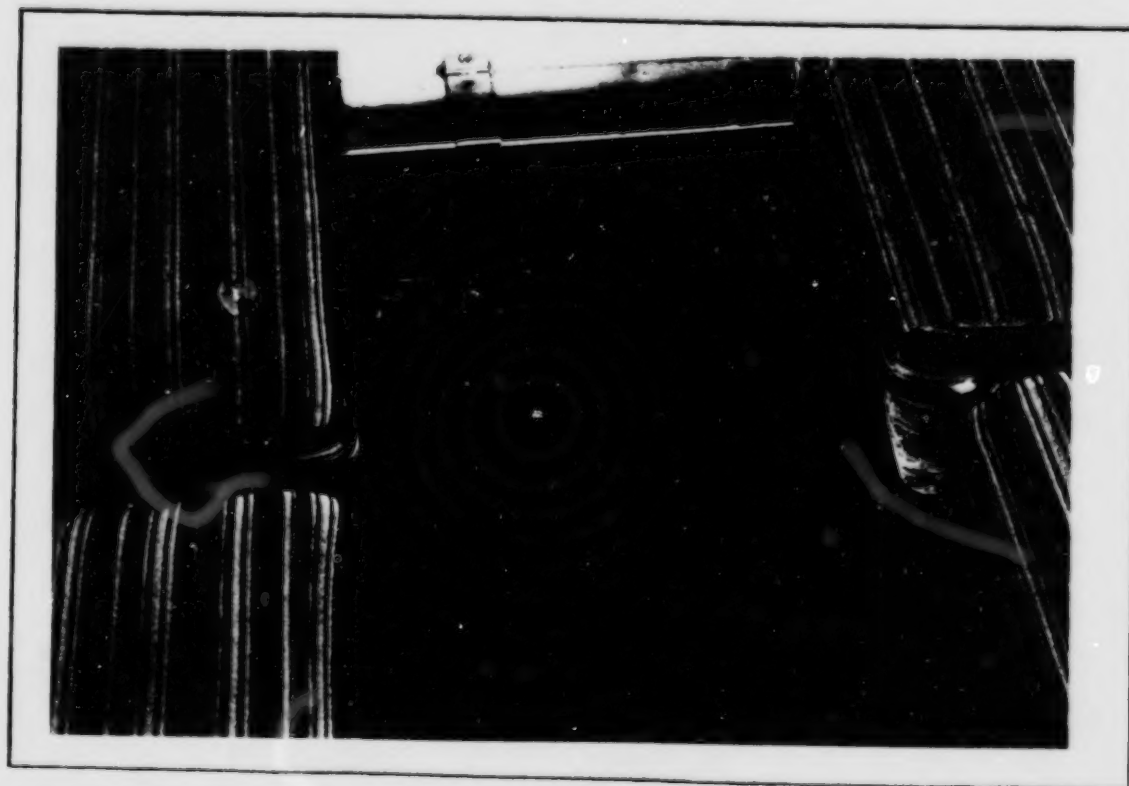


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PASSENGER CAR / CONDITION ASSESSMENT

Car Number: **VIA 6140**Type: **RDC1 Snack**Inspected by: **R. BORDUAS**Date: **AUGUST 13, 1999**Location: **MONTREAL**Year Built: **1950 - 1957**Mileage: **UNKNOWN**Last Major Shopping: **UNKNOWN**

CLASSIFICATION:

1- Serviceable as is
(0-50 hours)2- Requires light intervention
(51-400 hours)

3-Unserviceable

APPRAISAL:

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GENERAL COMMENTS:

UNDERFRAME	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Center Sill	X			X			
Side Sills	X			X			
End Sills	X			X			
Cross Bearers	X			X			
Needle Beams	X			X			
Couplers & Gears	X			X			"F" TYPE WAUGHMAT GEARS.
Buffers / Stems	X			X			
Pilots	X			X			
STRUCTURE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Side Sheating and Posts	X			X			PATCHED, JOINTS DISTORTION A+B ENDS.
Roof	X			X			PATCHED, EVIDENCE OF LEAKS.
Vestibule Doors	X			X	X		
Vestibule Steps	X			X			
Trap Doors	X				X		BENDING.
Diaphragms & Canvas	X			X			CANVAS TORN.
Platform	X			X			

TRUCKS	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
4-Wheels I.S.H. Built up	X			X			LOW MILEAGE WEAR.
Wheel Slip Devices	X			X			ROLOKRON, TO TEST AND SERVICE.X
Springs	X			X			
Wheels	X			X			34 IN.. DIAMETER WHEELS, 5½x10 BEARINGS.
AIR BRAKES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
D-22, 26L systems	X						
Control Valves	X				X		DUE C.O.T.S.
Reservoirs	X				X		TO FLUSH AND TEST.
Hand Brakes	X				X		DUE PERIODIC TESTS.
HEATING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Engine Coolant							
Floor Heat Coils	X			X			TO TEST AND SERVICE.
Overhead Coils	X			X			TO TEST AND SERVICE.
AIR CONDITIONING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Freon 12 System	X						ENVIRONMENT ISSUE, CONSIDER CONVERSION CARRIER SYSTEM.
Condenser	X			X			TO BLOW AND TEST.
Evaporator	X			X			TO WASH AND TEST.
Compressor	X			X			TO BENCH OVERHAUL.
ELECTRIC	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
110/220 Volts DC	X					X	ORIGINAL WIRING.
DC Generator	X			X			2X 20 kw TO BENCH OVERHAUL.
Batteries		X					REMOVED.
Control Panel	X			X			TO TEST AND SERVICE.
Lighting	X			X			TO TEST AND SERVICE.
Main Blower Fans	X			X			TO BENCH OVERHAUL.

ELECTRIC Con't	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Exhaust Fans	X			X			TO TEST AND SERVICE.
Refrigeration							N/A - PROPANE SYSTEM.
Microwave							N/A - PROPANE SYSTEM.
Inverter / Alternator							PROPANE SYSTEM.
Appliances							N/A - PROPANE SYSTEM.
WATER SANITATION	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Water Tank & Casing	X			X			TO FLUSH, TEST AND STERILIZE.
Plumbing		X					
Toilets		X					
Basins		X					
COSMETICS / AMENITIES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Exterior Paint	X					X	FADED, STAINED, CHIPPED.
Seats	X					X	64 MOUNT ROYAL.
Upholstery	X		X			X	DAMAGED.
Carpets	X					X	MILDEWED.
Interior Finish	X					X	VANDALIZED.
Sashes	X					X	LEAKING.
End Door and Locks	X			X			
Washroom Doors and Locks	X			X			
Window Blinds	X			X			

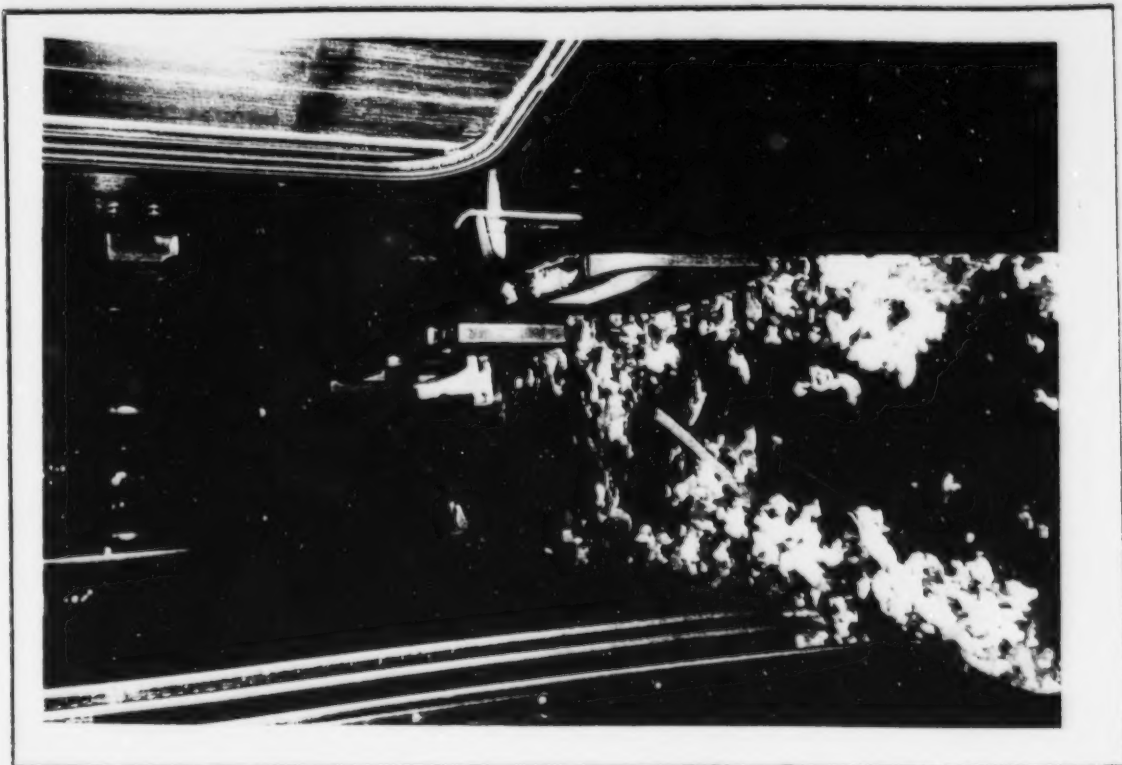
POWER PACKAGE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Engines / Transmission	X				X		2 CUMMINS TO BENCH OVERHAUL.
Engine Pans					X		2 TO R.I.P.
Spicer Shafts					X		TO QUALIFY AND REPAIR.
Air Compressor					X		TO BENCH OVERHAUL.
Fuel Tank	X			X			TO FLUSH AND SERVICE.
Exhaust System	X			X			
Brake Control Valves	X			X			DUE PERIODIC MAINTENANCE.
Event Recorder	X			X			TO TEST AND SERVICE.
Bells / Horns	X			X			TO TEST AND SERVICE.
Radiator	X			X			EVIDENCE OF ANTIFREEZE LEAKS.

OTHERS				
WHEEL DATA	L1 - 2½ IN.	L2 - 2¾ IN.	L3 - 2 ¾ IN.	L4 - 2 ¾ IN.
	R1 - _____	R2 - _____	R3 - _____	R4 - _____

Inspected By:

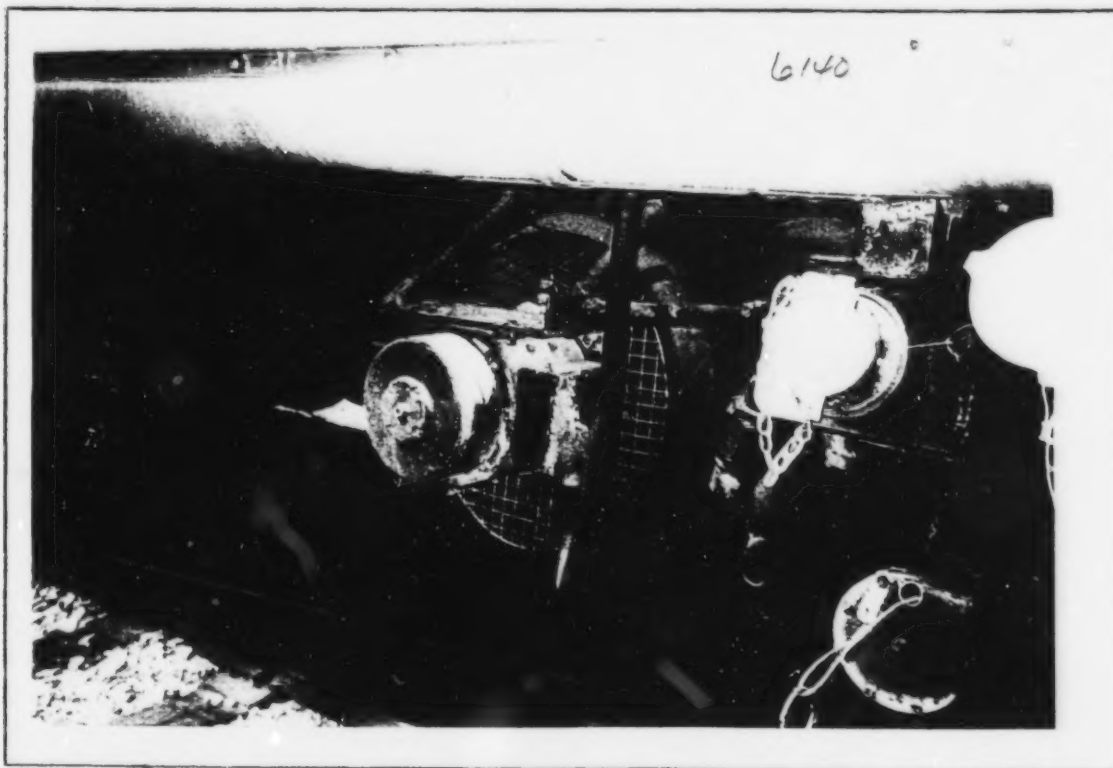
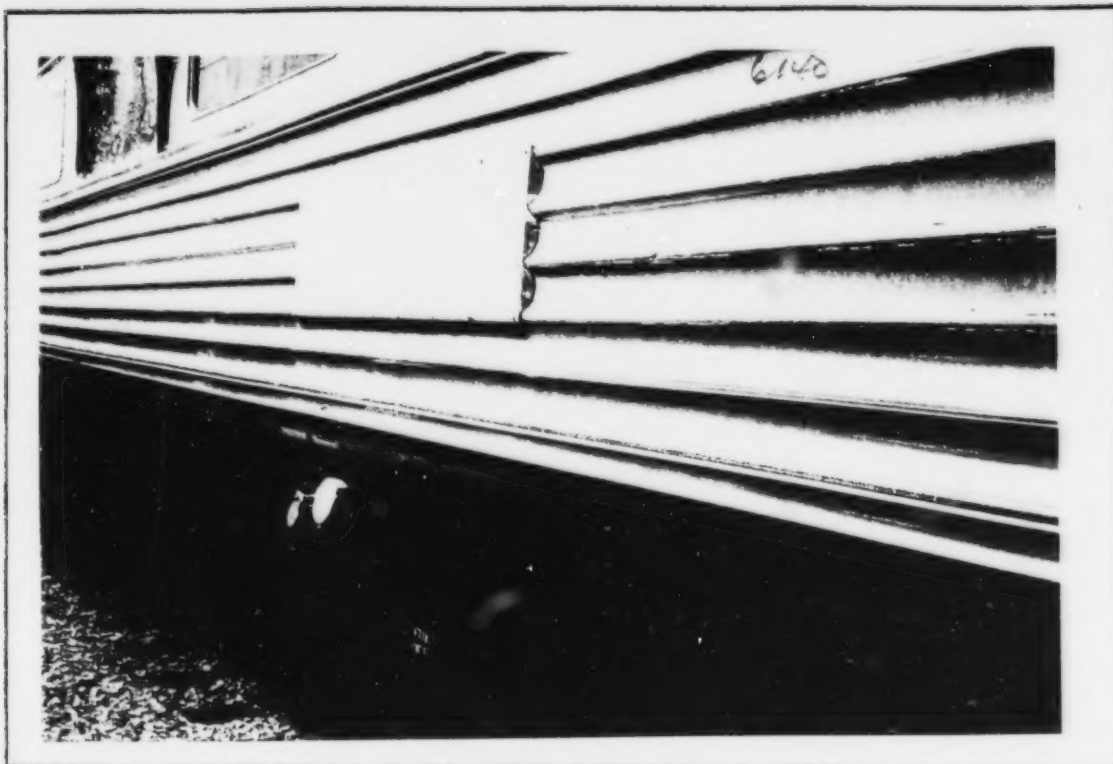
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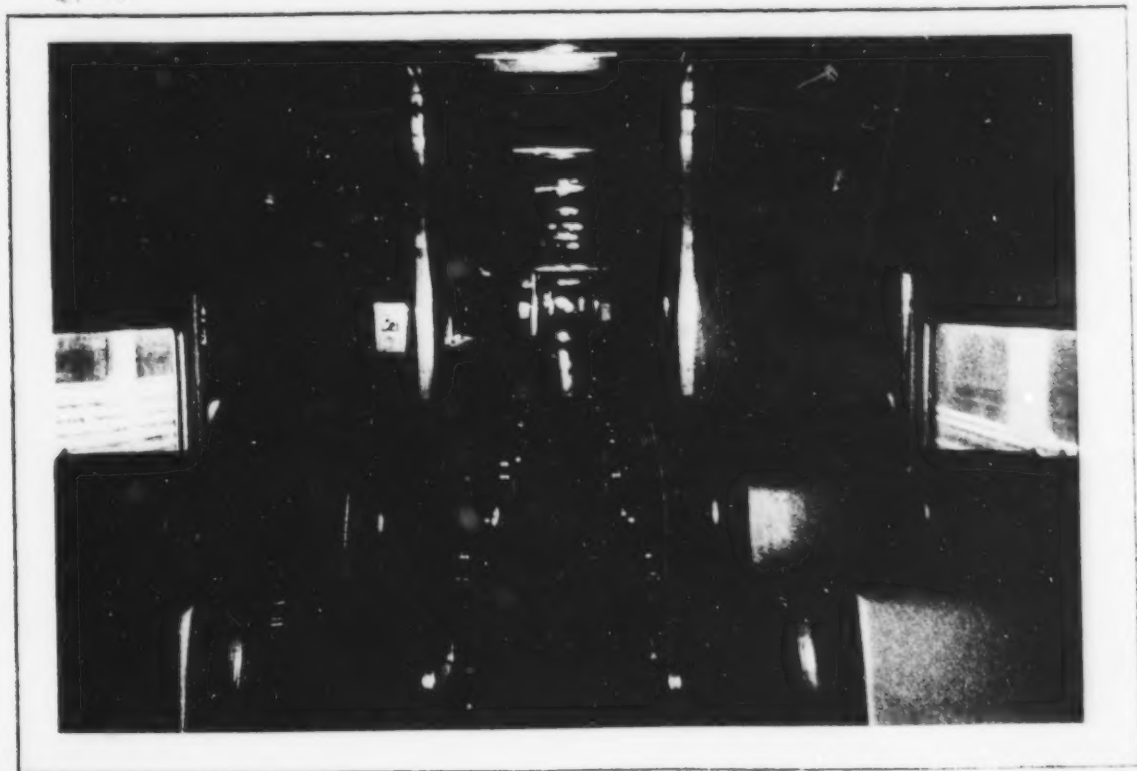
6140







6140



PASSENGER CAR / CONDITION ASSESSMENT

Car Number: **VIA 6143**Type: **RDC1 Snack**Inspected by: **R. BORDUAS**Date: **AUGUST 13, 1999**Location: **MONTREAL**Year Built: **1950 - 1957**Mileage: **UNKNOWN**Last Major Shopping: **UNKNOWN**

CLASSIFICATION:

1- Serviceable as is
(0-50 hours)2- Requires light intervention
(51-400 hours)

3-Unserviceable

APPRAISAL:

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GENERAL COMMENTS:

UNDERFRAME	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Center Sill	X			X			
Side Sills	X			X			
End Sills	X			X			
Cross Bearers	X			X			
Needle Beams	X			X			
Couplers & Gears	X			X			"F" TYPE WAUGHMAT GEARS.
Buffers / Stems	X			X			
Pilots	X			X			
STRUCTURE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Side Sheating and Posts	X				X		LIGHT JOINT DISTORTION, A-END.
Roof	X					X	PATCHED, EVIDENCE OF LEAKS.
Vestibule Doors	X				X		RUBBING.
Vestibule Steps	X			X			
Trap Doors	X					X	PATCHED, BENDING.
Diaphragms & Canvas	X				X		CANVAS TORN B-END.
Platform	X			X			

TRUCKS	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
4-Wheels I.S.H. Built up	X				X		MILEAGE WEAR (40%).
Wheel Slip Devices	X			X			DECELOSTAT, TO TEST AND SERVICE.
Springs	X			X			
Wheels	X			X			34 IN.. DIAMETER WHEELS, 5½x10 BEARINGS.
AIR BRAKES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
D-22, 26L systems	X						
Control Valves	X				X		DUE C.O.T.S.
Reservoirs	X				X		TO FLUSH AND TEST.
Hand Brakes	X				X		DUE PERIODIC TESTS.
HEATING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Engine Coolant							
Floor Heat Coils	X			X			TO TEST AND SERVICE.
Overhead Coils	X			X			TO TEST AND SERVICE.
AIR CONDITIONING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Freon 12 System	X						ENVIRONMENT ISSUE, CONSIDER CONVERSION FRIGIDAIRE SYSTEM.
Condenser	X			X			TO BLOW AND TEST.
Evaporator	X			X			TO WASH AND TEST.
Compressor	X			X			TO BENCH OVERHAUL.
ELECTRIC	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
110/220 Volts DC						X	ORIGINAL WIRING.
DC Generator	X			X			2X 10 kw TO BENCH OVERHAUL.
Batteries		X					REMOVED.
Control Panel	X			X			TO TEST AND SERVICE.
Lighting	X			X			TO TEST AND SERVICE.
Main Blower Fans				X			TO BENCH OVERHAUL.

ELECTRIC Con't	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Exhaust Fans	X			X			TO TEST AND SERVICE.
Refrigeration							N/A - PROPANE SYSTEM.
Microwave							N/A - PROPANE SYSTEM.
Inverter / Alternator							N/A - PROPANE SYSTEM.
Appliances							N/A - PROPANE SYSTEM.
WATER SANITATION	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Water Tank & Casing	X			X			TO FLUSH, TEST AND STERILIZE.
Plumbing	X			X			TO TEST AND SERVICE.
Toilets	X			X			TO TEST AND SERVICE.
Basins	X			X			TO TEST AND SERVICE.
COSMETICS / AMENITIES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Exterior Paint	X					X	FADED, STAINED, CHIPPED.
Seats	X			X			64 WAKEFIELD, NO FOOD TRAYS.
Upholstery	X				X		DUSTY TO CLEAN.
Carpets	X				X		DUSTY TO CLEAN.
Interior Finish	X					X	ROOF LEAKS AND STAINS. WALL FINISH PEELED.
Sashes	X			X			
End Door and Locks	X			X			
Washroom Doors and Locks	X			X			
Window Blinds	X			X			

POWER PACKAGE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Engines / Transmission	X				X		2 CUMMINS TO BENCH OVERHAUL.
Engine Pans					X		2 TO R.I.P.
Spicer Shafts					X		TO QUALIFY AND REPAIR.
Air Compressor					X		TO BENCH OVERHAUL.
Fuel Tank	X			X			TO FLUSH AND SERVICE.
Exhaust System	X			X			
Brake Control Valves	X			X			DUE PERIODIC MAINTENANCE.
Event Recorder	X			X			TO TEST AND SERVICE.
Bells / Horns	X			X			TO TEST AND SERVICE.
Radiator	X			X			EVIDENCE OF ANTIFREEZE LEAKS.

OTHERS

WHEEL DATA	L1 - 2½ IN.	L2 - 1¾ IN.	L3 - 2 ½ IN.	L4 - 2 IN.
	R1 - _____	R2 - _____	R3 - _____	R4 - _____

Inspected By:

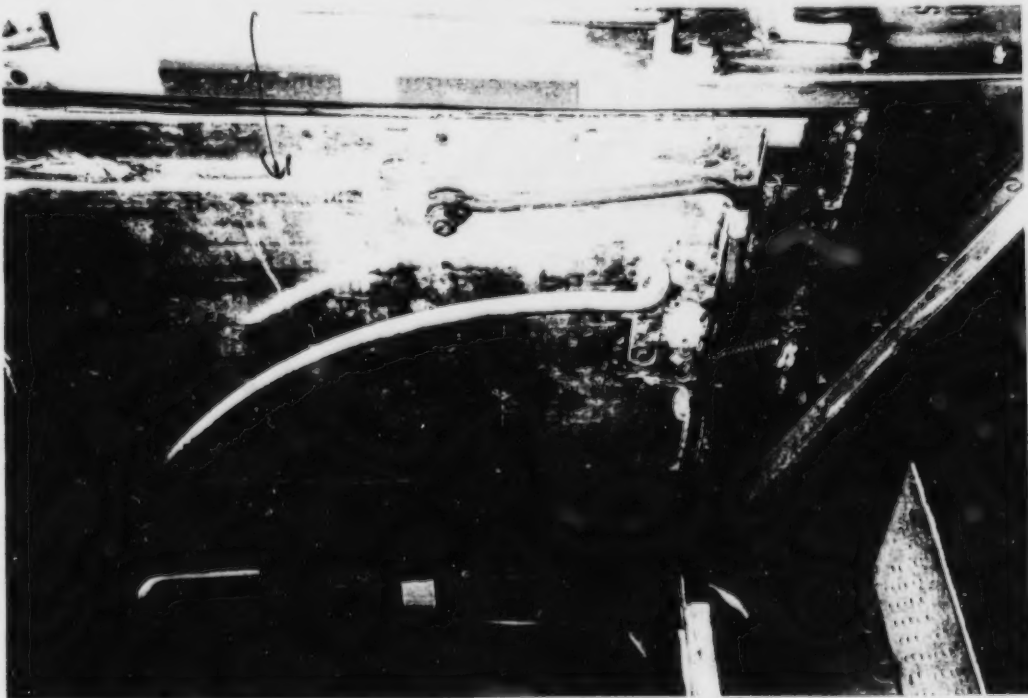
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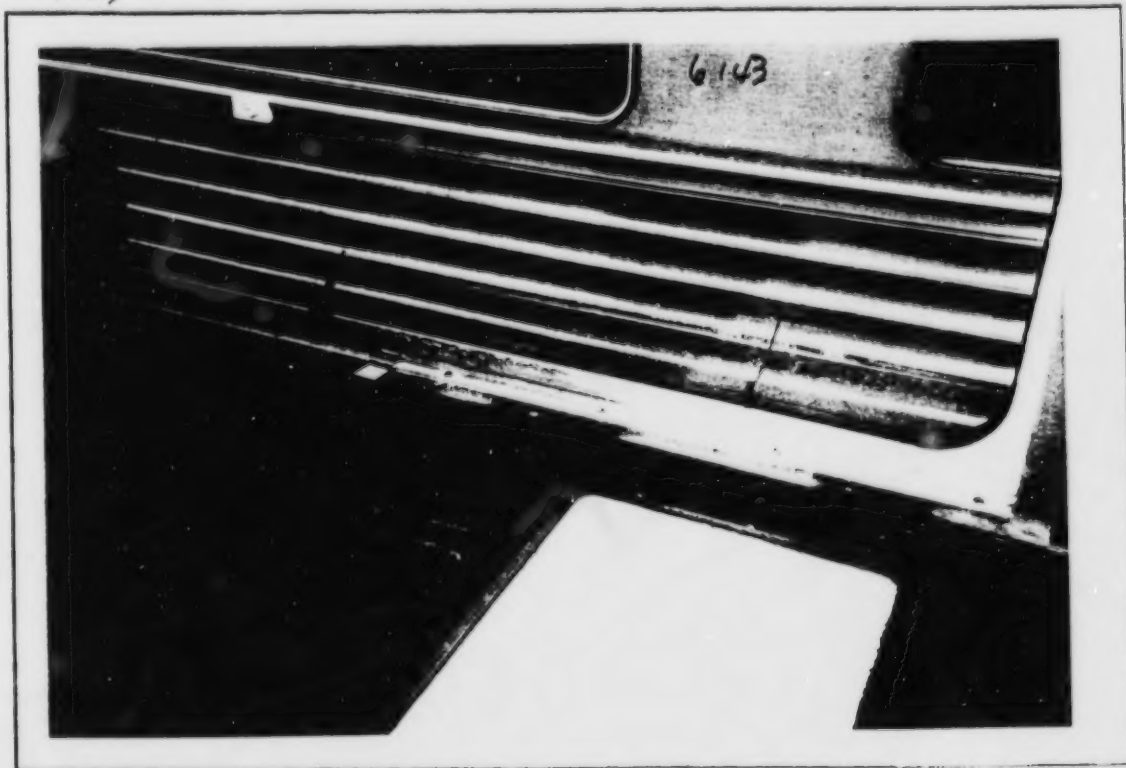


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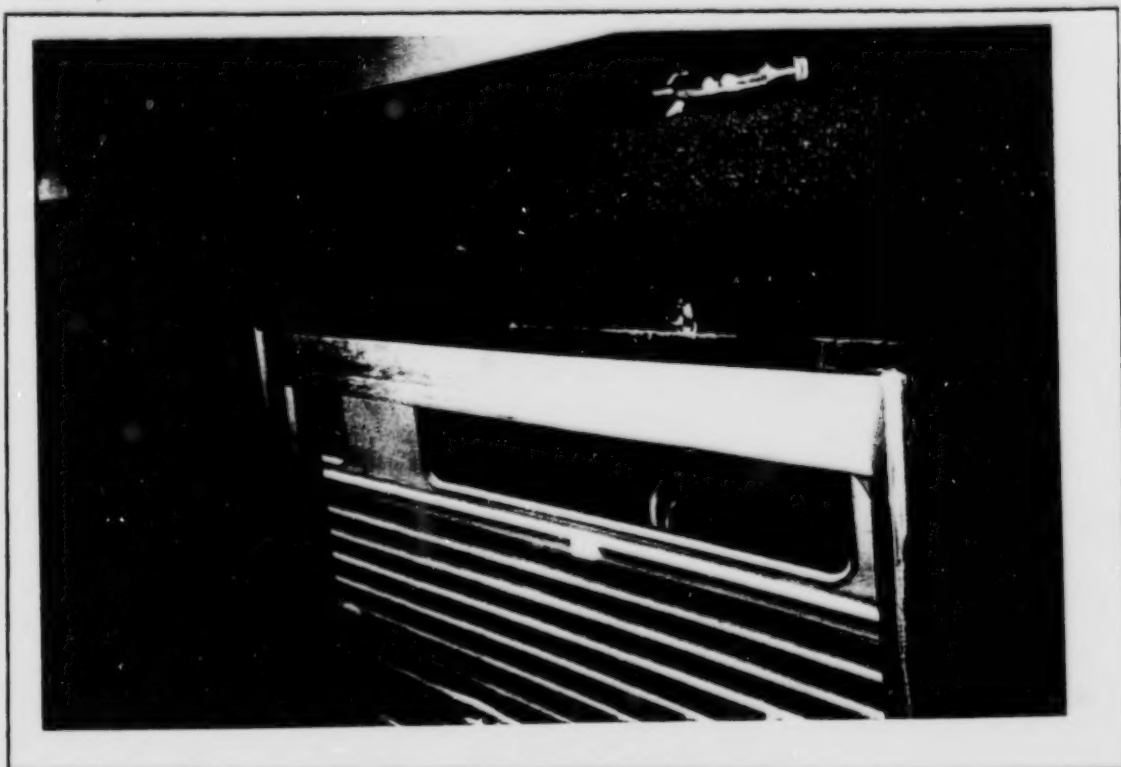


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PASSENGER CAR / CONDITION ASSESSMENT

Car Number: **VIA 6200** Type: **RDC2 snack** Inspected by: **R. BORDUAS**

Date: **AUGUST 19, 1999** Location: **TORONTO**

Year Built: **1950 - 1957** Mileage: **UNKNOWN**

Last Major Shopping: **UNKNOWN**

CLASSIFICATION: 1- Serviceable as is (0-50 hours) 2- Requires light intervention (51-400 hours) 3-Unserviceable

APPRAISAL: 1 2 3 4 5 6 7 8 9 10

GENERAL COMMENTS:

UNDERFRAME	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
Center Sill	X			X			
Side Sills	X			X			
End Sills	X			X			
Cross Bearers	X			X			
Needle Beams	X			X			
Couplers & Gears	X			X			"F" TYPE RUBBER GEARS
Buffers / Stems	X			X			
STRUCTURE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
Side Sheeting and Posts	X				X		FLUTING DISTORTION "L"-SIDE
Roof	X				X		PATCHED / DENTED "L"-SIDE
Vestibule Doors	X			X			
Vestibule Steps	X			X			
Trap Doors	X				X		TO ADJUST
Diaphragms & Canvas	X				X		CANVAS TORN - A + B
Platform	X			X			

TRUCKS	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
4-Wheels I.S.H.	X			X			LOW MILEAGE WEAR
Wheel slip device	X	X		X			DECELOSTAT TO TEST AND SERVICE - R2 MISSING
Springs	X			X			
Wheels	X			X			5 ½ X 10 BEARINGS 34 IN. DIA. WHEELS
AIR BRAKES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
D-22, 26L systems	X			X			
Control Valves	X			X			DUE C.O.T.S.
Reservoirs	X			X			TO FLUSH AND TEST
Hand Brakes	X			X			DUE PERIODIC MAINTENANCE
HEATING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
Engine Coolant	X			X			
Floor Heat Coils	X			X			TO TEST AND SERVICE
Overhead Coils	X			X			TO TEST AND SERVICE
AIR CONDITIONING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
Freon 12 System	X			X			ENVIRONMENT ISSUE – CONSIDER CONVERSION – FRIGIDAIRE SYSTEM
Condenser	X			X			TO BLOW AND TEST
Evaporator	X			X			TO WASH AND TEST
Compressor	X			X			TO BENCH OVERHAUL
ELECTRIC	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
110/220 Volts DC	X			X			NEW WIRING
DC Generator	X						2 X 10 kW TO BENCH OVERHAUL
Batteries		X					REMOVED
Control Panel	X			X			OLD TYPE TO TEST AND SERVICE
Lighting	X			X			TO TEST AND SERVICE
Main Blower Fans	X			X			TO BENCH OVERHAUL

ELECTRIC Con't	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
Exhaust Fans	X			X			TO TEST AND SERVICE
Refrigeration	X			X			1 PROPANE TYPE TO TEST AND SERVICE
Microwave							N/A
Inverter / Alternator							N/A
Appliances							N/A
WATER SANITATION	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
Water Tank & Casing	X			X			TO FLUSH, TEST AND STERILIZE
Plumbing	X			X			TO TEST AND SERVICE
Toilets	X			X			TO TEST AND SERVICE
Basins	X			X			TO TEST AND SERVICE
COSMETICS / AMENITIES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
Exterior Paint	X				X		FADED
Seats	X			X			50 WAKEFILED - NO TRAYS
Upholstery	X			X			TO CLEAN
Carpets	X			X			TO CLEAN
Interior Finish	X			X			REQUIRES LIGHT COSMETIC ATTENTION
Sashes	X			X			
End Door and Locks	X			X			
Washroom Doors and Locks	X			X			
Window Blinds	X			X			

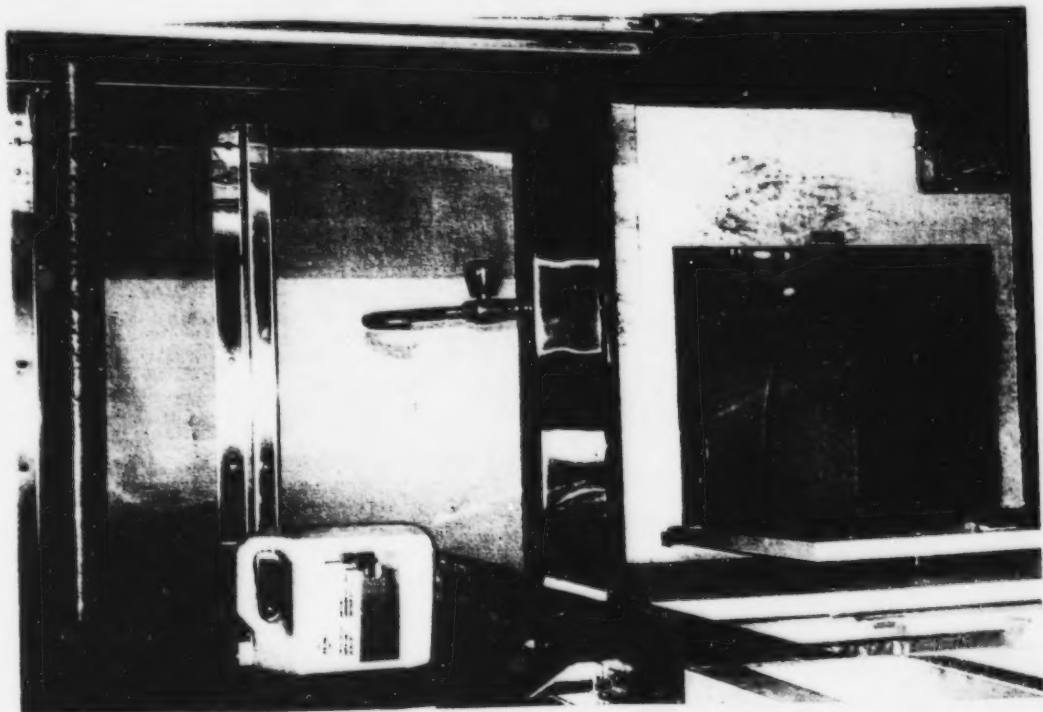
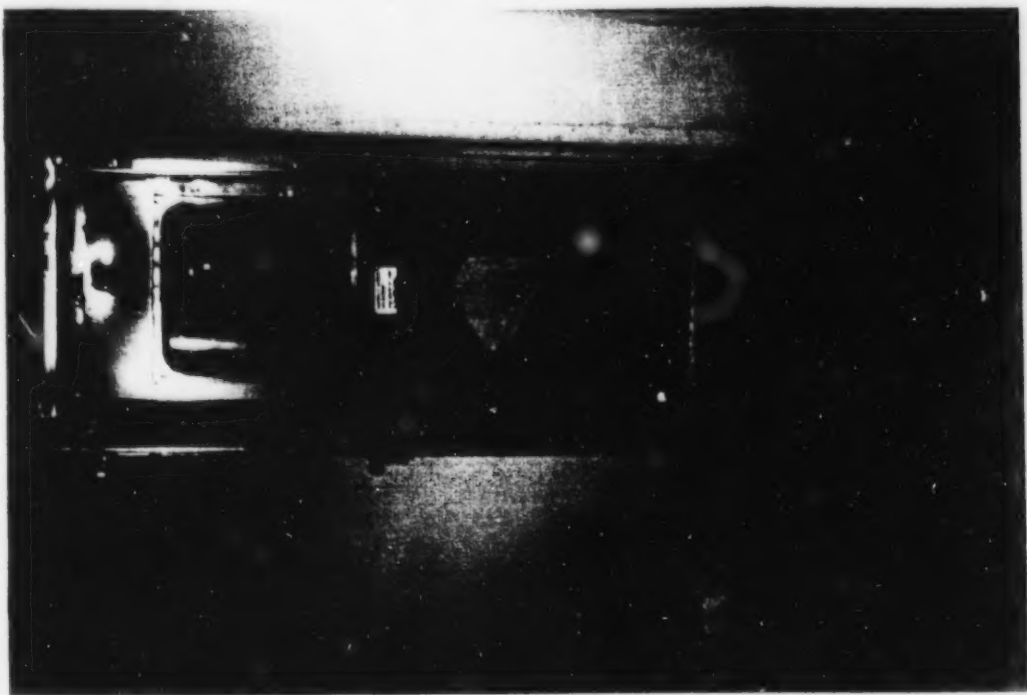
POWER PACKAGE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
Engines / Transmission	X				X		2 CUMMINS TO BENCH OVERHAUL
Engine Pans		X			X		1 MISSING 1 TO R.I.P.
Spicer Shafts	X				X		TO QUALIFY AND REPAIR
Air Compressor	X				X		TO BENCH OVERHAUL
Fuel Tank	X			X			TO FLUSH AND SERVICE
Exhaust System	X			X			
Brake Control Valves	X			X			DUE PERIODIC MAINTENANCE
Event Recorder	X			X			TO TEST
Bells / Horns	X			X			
Radiators	X			X			EVIDENCE OF LEAKS

OTHERS				
WHEEL DATA	L1 - 2 IN.	L2 - 2½ IN.	L3 - 2 IN.	L4 2 1/8 IN.
	R1 - _____	R2 - _____	R3 - _____	R4 - _____

Inspected By:

(Signature)

(Date)





PASSENGER CAR / CONDITION ASSESSMENT

Car Number: **VIA 6202**Type: **RDC2 snack**Inspected by: **R. BORDUAS**Date: **AUGUST 19, 1999**Location: **TORONTO**Year Built: **1950 - 1957**Mileage: **UNKNOWN**Last Major Shopping: **UNKNOWN**

CLASSIFICATION:

1- Serviceable as is
(0-50 hours)2- Requires light intervention
(51-400 hours)

3-Unserviceable

APPRAISAL:

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GENERAL COMMENTS:

UNDERFRAME	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
Center Sill	X						
Side Sills	X						
End Sills	X						
Cross Bearers	X						
Needle Beams	X						
Couplers & Gears	X			X			"F" TYPE RUBBER GEARS
Buffers / Stems	X				X		BUFFER PLATE WORN OUT A-END
STRUCTURE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
Side Sheeting and Posts	X			X			
Roof	X			X			
Vestibule Doors	X			X			
Vestibule Steps	X				X		LOOSE THREADS
Trap Doors	X				X		BINDING TO ADJUST
Diaphragms & Canvas	X				X		CANVAS TORN
Platform	X			X			

TRUCKS	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
4-Wheels I.S.H.	X			X			LOW MILEAGE WEAR
Wheel slip device	X	X		X			DECELOSTAT TO TEST AND SERVICE
Springs	X			X			
Wheels	X			X			5 1/2 X 10 BEARINGS 34 IN. DIA. WHEELS
AIR BRAKES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
D-22, 26L systems				X			
Control Valves	X			X			DUE C.O.T.S.
Reservoirs	X			X			TO FLUSH AND TEST
Hand Brakes	X			X			DUE PERIODIC MAINTENANCE
HEATING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
Engine Coolant				X			
Floor Heat Coils	X			X			TO TEST AND SERVICE
Overhead Coils	X			X			
AIR CONDITIONING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
Freon 12 System							ENVIRONMENT ISSUE - CONSIDER CONVERSION - FRIGIDAIRE SYSTEM
Condenser	X			X			TO BLOW AND TEST
Evaporator	X			X			TO WASH AND TEST
Compressor	X			X			TO BENCH OVERHAUL
ELECTRIC	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
110/220 Volts DC	X			X			NEW WIRING
DC Generator		X		X			1 MISSING - 1 X 10 kW TO BENCH OVERHAUL
Batteries		X					REMOVED
Control Panel		X		X			MISSING PARTS
Lighting	X			X			TO TEST AND SERVICE
Main Blower Fans	X			X			TO BENCH OVERHAUL

ELECTRIC Con't	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
Exhaust Fans	X			X			TO TEST AND SERVICE
Refrigeration	X			X			1 COMMERCIAL TO TEST AND SERVICE
Microwave		X					REMOVED
Inverter / Alternator	X			X			TO TEST AND SERVICE
Appliances							N/A
WATER SANITATION	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
Water Tank & Casing	X			X			TO FLUSH, TEST AND STERILIZE
Plumbing	X			X			TO TEST AND SERVICE
Toilets	X			X			TO TEST AND SERVICE
Basins	X			X			TO TEST AND SERVICE
COSMETICS / AMENITIES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
Exterior Paint	X				X		FADED
Seats	X	X		X			50 SLEEPY HOLLOW – FOOD TRAYS MISSING PARTS
Upholstery	X				X		DUSTY TO CLEAN
Carpets	X					X	STAINED - LOOSE
Interior Finish	X				X		REQUIRES COSMETIC ATTENTION
Sashes	X			X			
End Door and Locks	X			X			
Washroom Doors and Locks	X			X			
Window Blinds	X			X			

POWER PACKAGE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
Engines / Transmission	X				X		2 CUMMINS TO BENCH OVERHAUL
Engine Pans	X			X			REQUIRES MINOR ADJUSTMENTS
Spicer Shafts	X				X		TO QUALIFY AND REPAIR
Air Compressor	X				X		TO BENCH OVERHAUL
Fuel Tank	X			X			TO FLUSH AND SERVICE
Exhaust System	X			X			
Brake Control Valves	X			X			DUE PERIODIC MAINTENANCE
Event Recorder	X						MISSING
Bells / Horns	X			X			TO TEST AND SERVICE
Radiators	X			X			

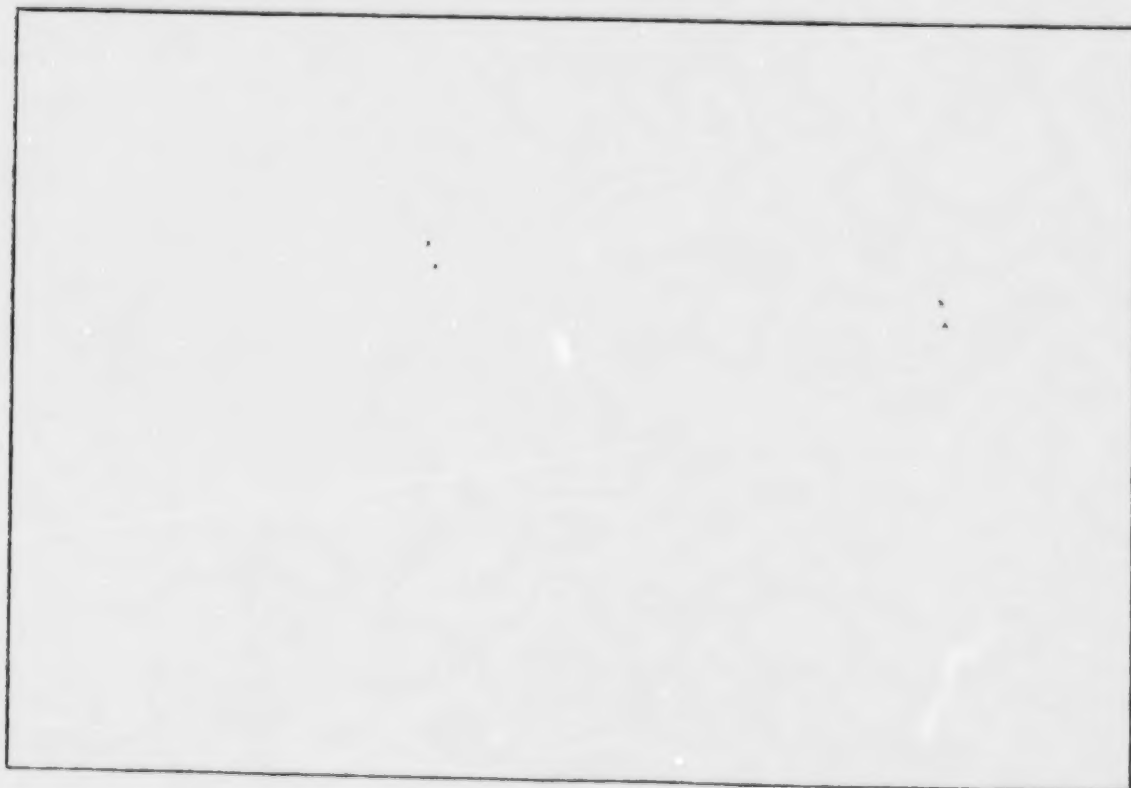
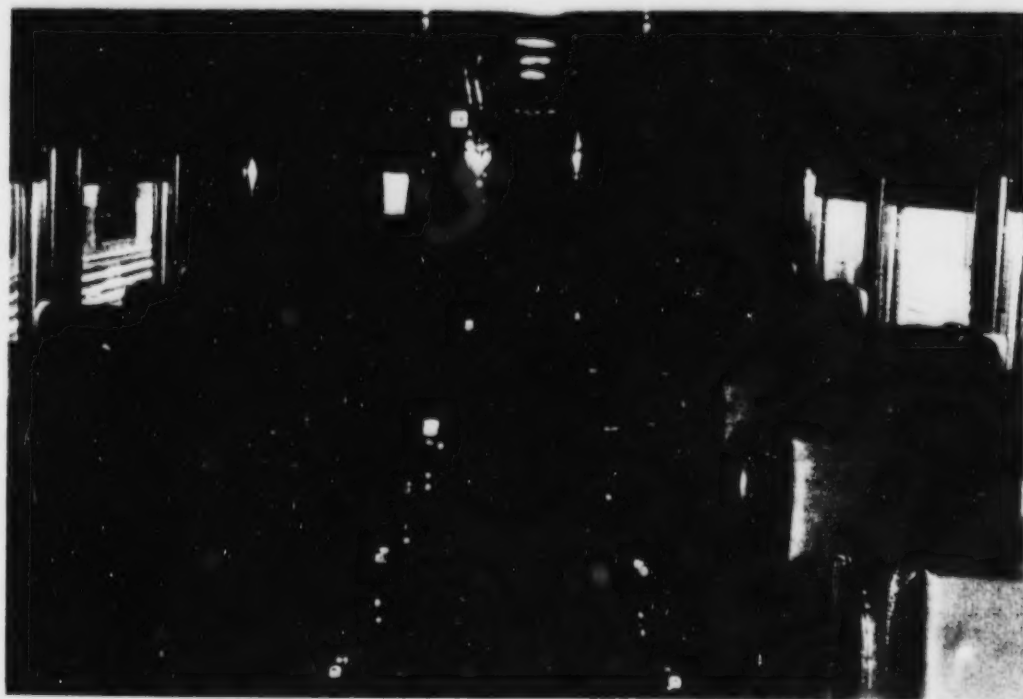
OTHERS				
WHEEL DATA	L1 - 2 ¼ N.	L2 - 2½ IN.	L3 - 2 IN.	L4 2 IN.
	R1 - _____	R2 - _____	R3 - _____	R4 - _____

Inspected By:

(Signature)

(Date)





PASSENGER CAR / CONDITION ASSESSMENT

Car Number: **VIA 6206**Type: **RDC2**Inspected by: **R. BORDUAS**Date: **AUGUST 18, 1999**Location: **TORONTO**Year Built: **1950 - 1957**Mileage: **UNKNOWN**Last Major Shopping: **UNKNOWN**

CLASSIFICATION:

1- Serviceable as is
(0-50 hours)2- Requires light intervention
(51-400 hours)

3-Unserviceable

APPRAISAL:

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GENERAL COMMENTS:

UNDERFRAME	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Center Sill	X			X			
Side Sills	X			X			
End Sills	X			X			
Cross Bearers	X			X			
Needle Beams	X			X			
Couplers & Gears	X			X			"F" TYPE RUBBER GEARS.
Buffers / Stems	X			X			
Pilots	X			X			
STRUCTURE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Side Sheating and Posts	X			X			
Roof	X			X			
Vestibule Doors	X				X		
Vestibule Steps	X			X			
Trap Doors	X				X		BINDING TO ADJUST.
Diaphragms & Canvas	X			X			NOT EQUIPPED A-END.
Platform	X			X			

TRUCKS	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
4-Wheels I.S.H. Built up	X			X			LOW MILEAGE WEAR.
Wheel Slip Devices	X			X			DECELOSTAT, TO TEST AND SERVICE.
Springs	X			X			
Wheels	X			X			34 IN.. DIAMETER WHEELS, 5½x10 BEARINGS.
AIR BRAKES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
D-22, 26L systems	X						
Control Valves	X			X			DUE C.O.T.S.
Reservoirs	X			X			TO FLUSH AND TEST.
Hand Brakes	X			X			DUE PERIODIC MAINTENANCE.
HEATING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Engine Coolant	X						
Floor Heat Coils	X			X			TO TEST AND SERVICE.
Overhead Coils	X			X			TO TEST AND SERVICE.
AIR CONDITIONING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Freon 12 System	X			X			ENVIRONMENT ISSUE, CONSIDER CONVERSION.
Condenser	X			X			TO BLOW, CLEAN AND TEST.
Evaporator	X			X			TO WASH, CLEAN AND SERVICE.
Compressor	X			X			TO BENCH OVERHAUL.
ELECTRIC	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
110/220 Volts DC		X				X	ORIGINAL WIRING MISSING, CONTROL PANELS.
DC Generator	X			X			2X 10 kw TO BENCH OVERHAUL.
Batteries		X					REMOVED.
Control Panel		X					MISSING PARTS.
Lighting	X			X			TO TEST AND SERVICE.
Main Blower Fans	X			X			TO BENCH OVERHAUL.

ELECTRIC Con't	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Exhaust Fans	X			X			TO TEST AND SERVICE.
Refrigeration		X					MISSING PARTS.
Microwave	X			X			TO TEST AND SERVICE.
Inverter / Alternator	X			X			TO TEST AND SERVICE.
Appliances							N/A.
WATER SANITATION	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Water Tank & Casing	X			X			TO FLUSH, TEST AND STERILIZE.
Plumbing	X			X			TO TEST AND SERVICE.
Toilets	X			X			TO TEST AND SERVICE.
Basins	X			X			TO TEST AND SERVICE.
COSMETICS / AMENITIES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Exterior Paint	X				X		FADED, CHIPPED AND PEELING OFF.
Seats		X		X			54 SLEEPY HOLLOW, 6 MISSING.
Upholstery		X			X		MISSING HEAD RESTS AND BACKS.
Carpets	X				X		DIRTY TO CLEAN.
Interior Finish	X				X		NEEDS COSMETIC ATTENTION.
Sashes			X			X	2 BROKEN, OTHERS CONDENSATION.
End Door and Locks	X			X			
Washroom Doors and Locks	X			X			
Window Blinds	X			X			

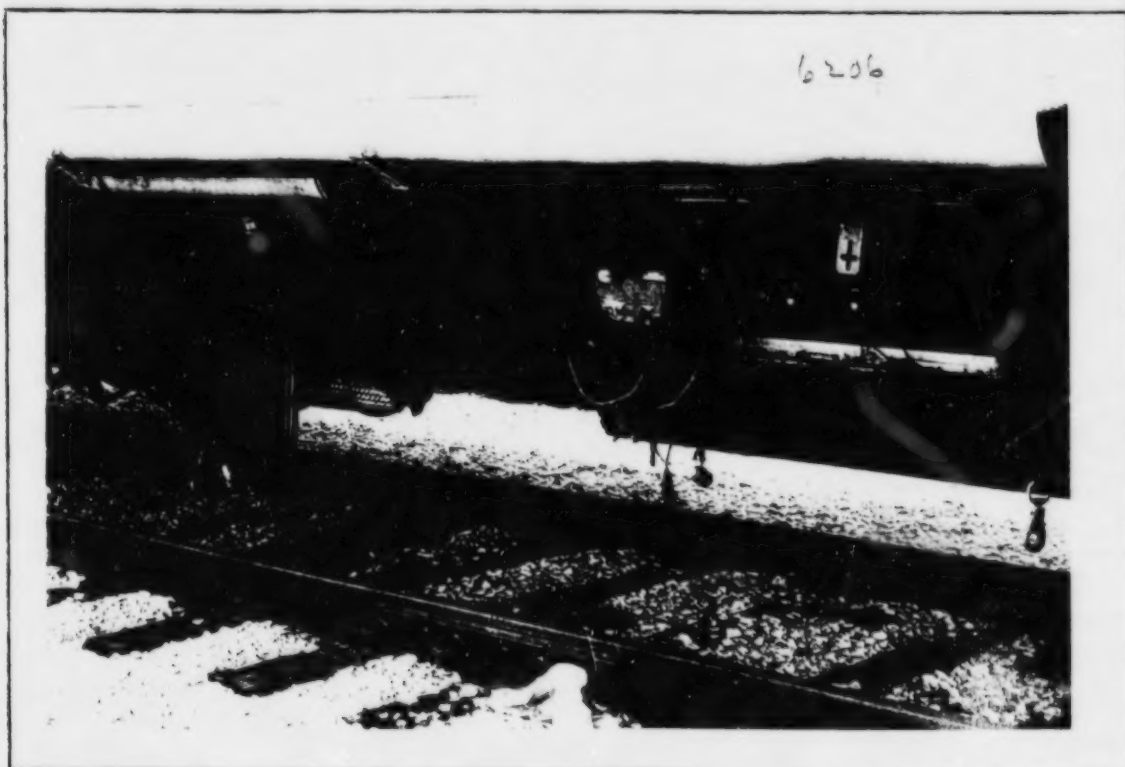
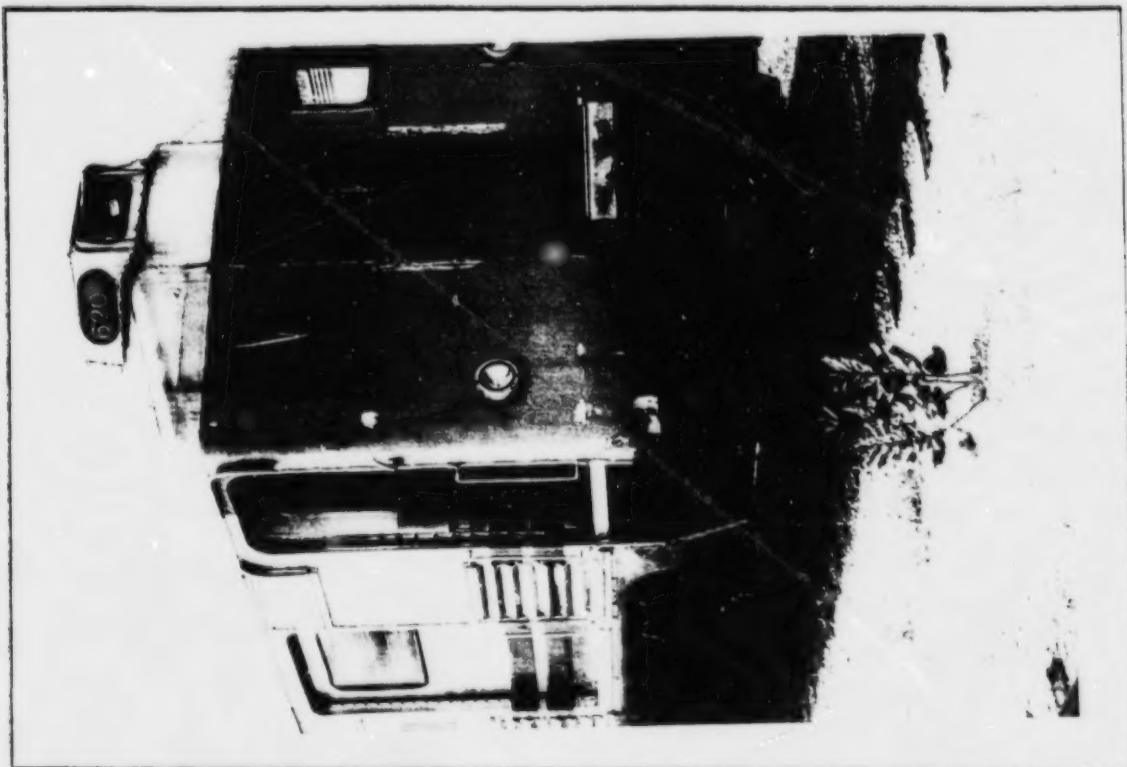
POWER PACKAGE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Engines / Transmission		X			X		MISSING 1 ENGINE, OTHER CUMMINS TO OVERHAUL.
Engine Pans		X			X		1 MISSING. 1 TO R.I.P.
Spicer Shafts	X				X		TO BENCH OVERHAUL (1).
Air Compressor	X				X		TO BENCH OVERHAUL.
Fuel Tank	X			X			TO FLUSH AND SERVICE.
Exhaust System	X			X			
Brake Control Valves	X			X			DUE PERIODIC MAINTENANCE.
Event Recorder		X		X			MISSING.
Bells / Horns	X			X			TO TEST AND SERVICE.
Radiators	X					X	

OTHERS				
WHEEL DATA	L1 - 2 IN.	L2 - 1 ½ IN.	L3 - 1 ¾ IN.	L4 - 1 ¾ IN.
	R1 - _____	R2 - _____	R3 - _____	R4 - _____

Inspected By:

(Signature)

(Date)





PASSENGER CAR / CONDITION ASSESSMENT

Car Number: **VIA 6207** Type: **RDC2 Snack** Inspected by: **R. BORDUAS**

Date: **AUGUST 18, 1999** Location: **TORONTO**

Year Built: **1950 - 1957** Mileage: **UNKNOWN**

Last Major Shopping: **UNKNOWN**

CLASSIFICATION: 1- Serviceable as is (0-50 hours) 2- Requires light intervention (51-400 hours) 3-Unserviceable

APPRAISAL: 1 2 3 4 5 6 7 8 9 10

GENERAL COMMENTS:

UNDERFRAME	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Center Sill	X			X			
Side Sills	X			x			
End Sills	X			X			
Cross Bearers	X			X			
Needle Beams	X			X			
Couplers & Gears	X			X			"F" TYPE WAUGHMAT GEARS.
Buffers / Sterns	X			X			
Pilots	X			X			
STRUCTURE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Side Sheating and Posts	X			X			
Roof	X			X			
Vestibule Doors	X				X		RUBBING TO ADJUST.
Vestibule Steps	X			X			
Trap Doors	X				X		BINDING TO ADJUST.
Diaphragms & Canvas	X			X			NOT EQUIPPED B-END.
Platform	X			X			

TRUCKS	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
4-Wheels I.S.H. Built up				X			MILEAGE WEAR (25%).
Wheel Slip Devices	X			X			ROLOKRON, TO TEST AND SERVICE.
Springs	X			X			
Wheels	X			X			34 IN.. DIAMETER WHEELS, 5½x10 BEARINGS.
AIR BRAKES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
D-22, 26L systems	X						
Control Valves	X			X			DUE C.O.T.S.
Reservoirs	X			X			TO FLUSH AND TEST.
Hand Brakes	X			X			DUE PERIODIC MAINTENANCE.
HEATING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Engine Coolant		X				X	CIRCULATING PUMP MISSING, EVIDENCE OF FROST DAMAGE.
Floor Heat Coils	X					X	EVIDENCE OF FROST DAMAGE.
Overhead Coils	X					X	EVIDENCE OF FROST DAMAGE.
AIR CONDITIONING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Freon 12 System	X						
Condenser	X			X			TO CLEAN AND SERVICE.
Evaporator	X			X			TO CLEAN AND SERVICE.
Compressor	X			X			TO BENCH OVERHAUL.
ELECTRIC	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
110/220 Volts DC	X					X	ORIGINAL WIRING PERISHED.
DC Generator	X			X			2X 10 kw TO BENCH OVERHAUL.
Batteries		X					REMOVED.
Control Panel	X					X	OLD STYLE TO TEST AND SERVICE.
Lighting	X				X		TO TEST AND SERVICE. WIRING POOR.
Main Blower Fans	X			X			TO BENCH OVERHAUL.

ELECTRIC Con't	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Exhaust Fans	X			X			TO TEST AND SERVICE.
Refrigeration							N/A.
Microwave							N/A.
Inverter / Alternator							N/A.
Appliances							N/A.
WATER SANITATION	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Water Tank & Casing	X			X			TO FLUSH, TEST AND STERILIZE.
Plumbing	X			X			TO TEST AND SERVICE.
Toilets	X			X			TO TEST AND SERVICE.
Basins	X			X			TO TEST AND SERVICE.
COSMETICS / AMENITIES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Exterior Paint						X	VIA BLUE FADED AND CHIPPED.
Seats	X			X			58 WAKEFIELD, NO TRAYS.
Upholstery	X				X		DUSTY TO CLEAN.
Carpets	X				X		DIRTY TO CLEAN.
Interior Finish	X			X			NEEDS COSMETIC ATTENTION.
Sashes	X		X			X	6 BROKEN.
End Door and Locks	X			X			
Washroom Doors and Locks	X			X			
Window Blinds	X			X			

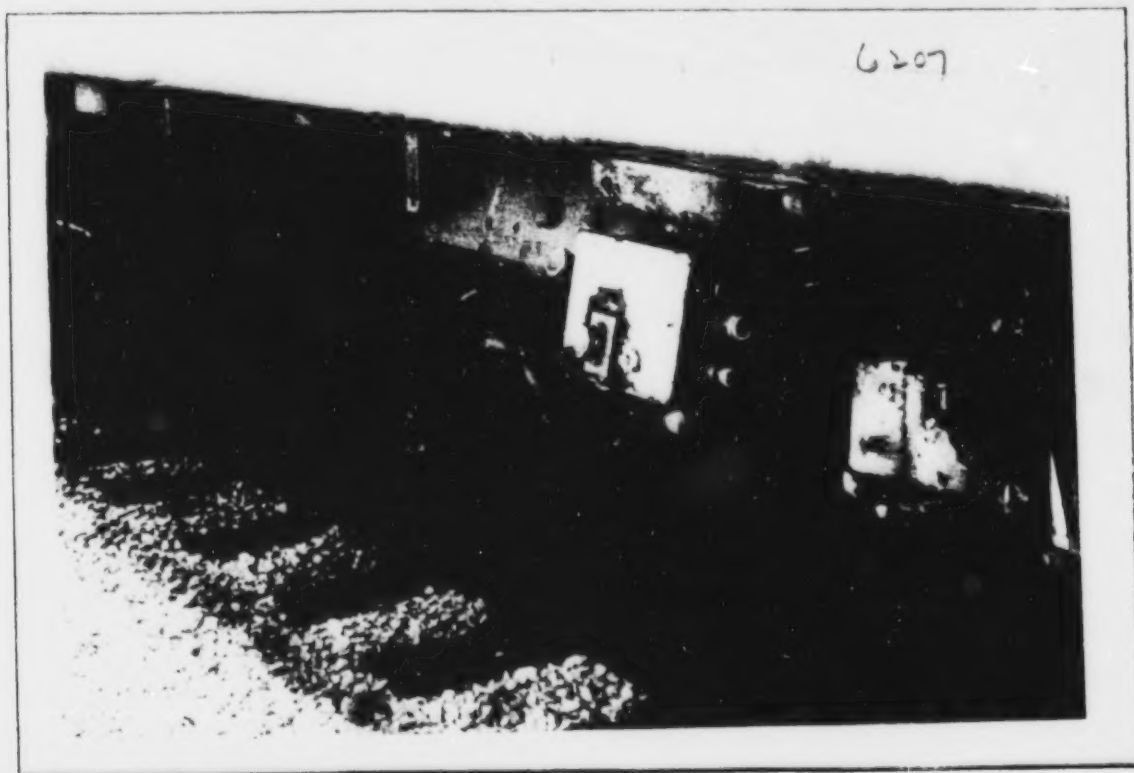
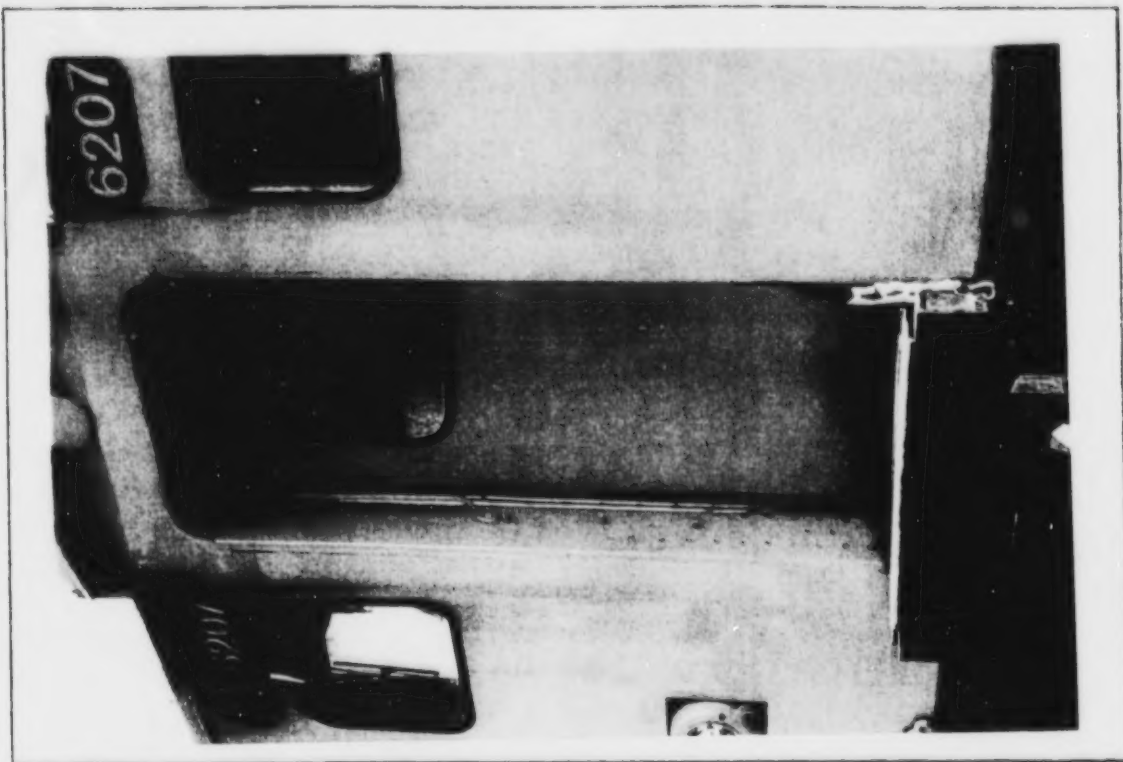
POWER PACKAGE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Engines / Transmission		X				X	2 GM (6 - 110), MISSING PARTS TO OVERHAUL.
Engine Pans		X					MISSING.
Spicer Shafts		X					MISSING.
Air Compressor	X				X		INSIDE CAR TO BENCH OVERHAUL.
Fuel Tank	X			X			TO FLUSH AND SERVICE.
Exhaust System	X			X			
Brake Control Valves	X			X			DUE PERIODIC MAINTENANCE.
Event Recorder	X			X			TO TEST.
Bells / Horns	X			X			TO TEST AND SERVICE.
Radiators	X			X			

OTHERS				
WHEEL DATA	L1 - 1 ½ IN.	L2 - 1 ¼ IN.	L3 - 1 ¾ IN.	L4 - 1 ¾ IN.
	R1 - _____	R2 - _____	R3 - _____	R4 - _____

Inspected By:

(Signature)

(Date)





PASSENGER CAR / CONDITION ASSESSMENT

Car Number: **VIA 6208**Type: **RDC2**Inspected by: **R. BORDUAS**Date: **AUGUST 19, 1999**Location: **TORONTO**Year Built: **1950 - 1957**Mileage: **UNKNOWN**Last Major Shopping: **UNKNOWN**

CLASSIFICATION:

1- Serviceable as is
(0-50 hours)2- Requires light intervention
(51-400 hours)

3-Unserviceable

APPRAISAL:

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GENERAL COMMENTS:

UNDERFRAME	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
Center Sill	X			X			
Side Sills	X			X			
End Sills	X			X			
Cross Bearers	X			X			
Needle Beams	X			X			
Couplers & Gears	X			X			"F" TYPE RUBBER GEARS
Buffers / Stems	X			X			

STRUCTURE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
Side Sheeting and Posts	X			X			
Roof	X				X		EVIDENCE OF LEAK A-END
Vestibule Doors	X			X			
Vestibule Steps	X				X		RUBBER LOOSE
Trap Doors	X			X			
Diaphragms & Canvas	X				X		NOT EQUIPPED A-END TORN B-END
Platform	X			X			

TRUCKS	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
4-Wheels I.S.H.	X			X			LOW MILEAGE WEAR
Wheel slip device	X			X			TO TEST AND SERVICE
Springs	X			X			
Wheels	X			X			5 ½ X 10 BEARINGS 34 IN. DIA. WHEELS
AIR BRAKES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
D-22, 26L systems	X						
Control Valves	X			X			DUE C.O.T.S.
Reservoirs	X			X			TO FLUSH AND TEST
Hand Brakes	X			X			DUE PERIODIC MAINTENANCE
HEATING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
Engine Coolant	X						
Floor Heat Coils	X			X			TO TEST AND SERVICE
Overhead Coils	X			X			TO TEST AND SERVICE
AIR CONDITIONING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
Freon 12 System	X						CARRIER SYSTEM – ENVIRONMENT ISSUE CONSIDER CONVERSION
Condenser	X			X			TO BLOW AND TEST
Evaporator	X			X			TO WAHS AND TEST
Compressor	X			X			BENCH TEST AND OVERHAUL
ELECTRIC	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
110/220 Volts DC	X			X			NEW WIRING
DC Generator	X			X			2 10 kW TO BENCH TEST AND OVERHAUL
Batteries		X					REMOVED
Control Panel	X			X			E.P.R. – 500 TO TEST AND SERVICE
Lighting	X			X			TO TEST AND SERVICE
Main Blower Fans	X			X			TO BENCH TEST AND OVERHAUL

ELECTRIC Con't	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
Exhaust Fans	X			X			TOT EST AND SERVICE
Refrigeration							N/A
Microwave							N/A
Inverter / Alternator							N/A
Appliances							N/A
WATER SANITATION	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
Water Tank & Casing	X			X			TO FLUSH, TEST AND STERILIZE
Plumbing	X			X			TO TEST AND SERVICE
Toilets	X			X			TO TEST AND SERVICE
Basins	X			X			TO TEST AND SERVICE
COSMETICS / AMENITIES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
Exterior Paint	X				X		FADED
Seats	X			X			58 SLEEPY HOLLOW
Upholstery	X				X		DIRTY - FIRE EXTINGUISHER POWDER
Carpets	X				X		FIRE EXTINGUISHER POWDER
Interior Finish			X			X	FIRE EXTINGUISHER POWDER
Sashes	X					X	CONDENSATED / BROWN
End Door and Locks	X			X			
Washroom Doors and Locks	X			X			
Window Blinds	X			X			

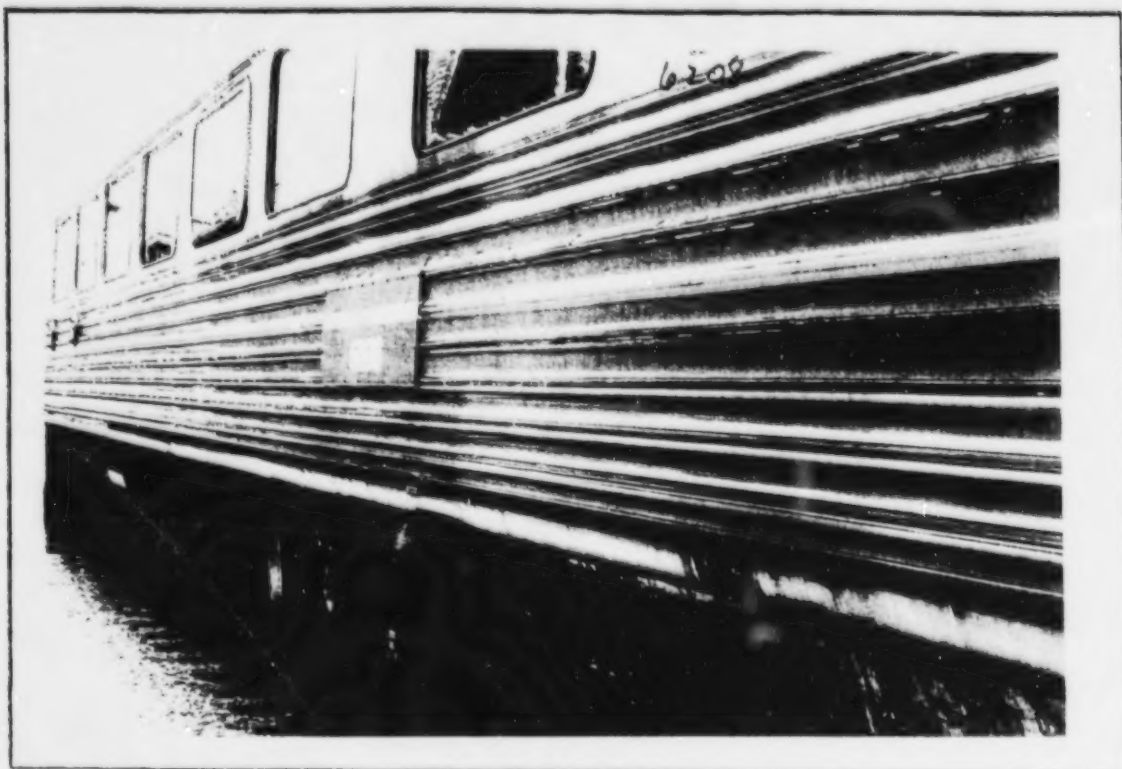
POWER PACKAGE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
Engines / Transmission	X				X		2 CUMMINS TO BENCH OVERHAUL
Engine Pans	X				X		2 TO R.I.P.
Spicer Shafts	X				X		TO QUALIFY AND REPAIR
Air Compressor	X				X		TO BENCH TEST AND OVERHAUL
Fuel Tank	X			X			TO FLUSH AND SERVICE
Exhaust System	X			X			
Brake Control Valves	X						DUE PERIODIC MAINTENANCE
Event Recorder	X			X			TO TEST
Bells / Horns	X			X			TO TEST AND SERVICE
Radiators	X			X			

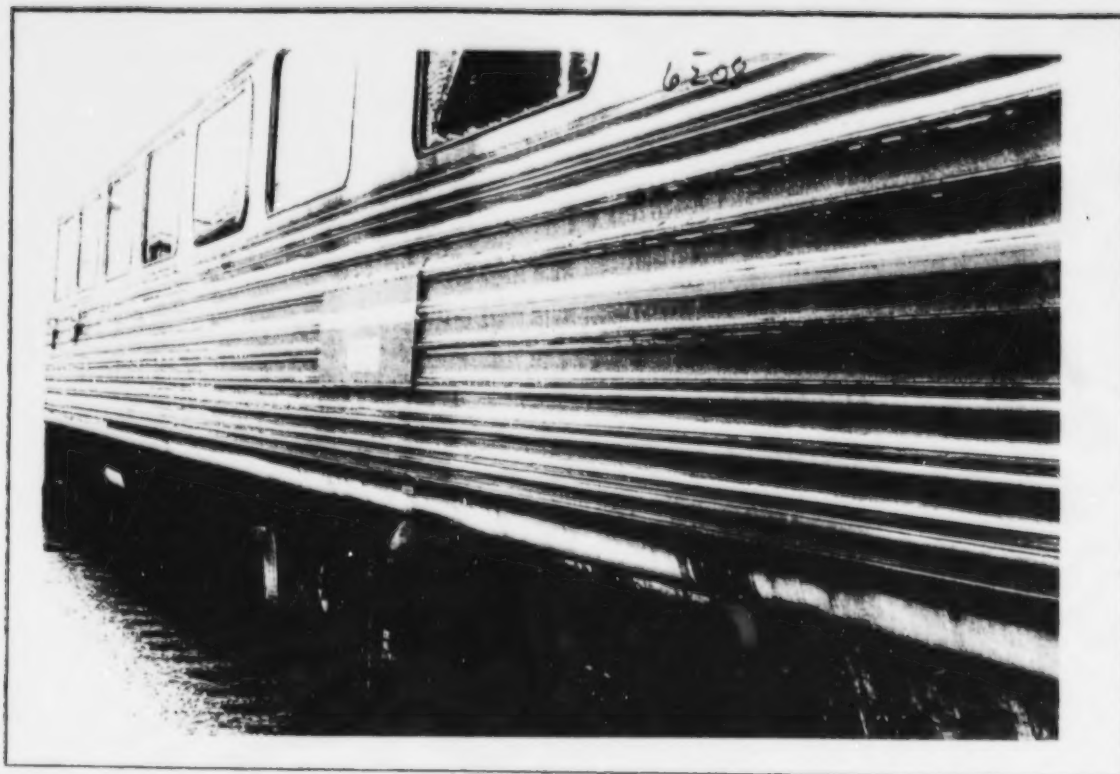
OTHERS				
WHEEL DATA	L1 - 1 3/8 IN.	L2 - 2 IN.	L3 - 2 1/2 IN.	L4 - 1 1/4 IN.
	R1 - _____	R2 - _____	R3 - _____	R4 - _____

Inspected By:

(Signature)

(Date)





PASSENGER CAR / CONDITION ASSESSMENT

Car Number: **VIA 6212**Type: **RDC2
snack bar**Inspected by: **R. BORDUAS**Date: **AUGUST 19, 1999**Location: **TORONTO**Year Built: **1950 - 1957**Mileage: **UNKNOWN**Last Major Shopping: **UNKNOWN**

CLASSIFICATION:

1- Serviceable as is
(0-50 hours)2- Requires light intervention
(51-400 hours)

3-Unserviceable

APPRAISAL:

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GENERAL COMMENTS:

UNDERFRAME	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
Center Sill	X			X			
Side Sills	X			X			
End Sills	X			X			
Cross Bearers	X			X			
Needle Beams	X			X			
Couplers & Gears	X			X			"F" TYPE RUBBER GEARS
Buffers / Stems	X			X			
STRUCTURE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
Side Sheeting and Posts	X			X			
Roof	X			X			
Vestibule Doors	X				X		BINDING - MOULDINGS LOOSE
Vestibule Steps	X			X			
Trap Doors	X				X		BINDING - MOULDINGS OUT
Diaphragms & Canvas	X				X		CANVAS TORN B MISSING A
Platform	X			X			

TRUCKS	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
4-Wheels I.S.H.	X			X			LOW MILEAGE WEAR
Wheel slip device	X			X			DECELOSTAT TO TEST AND SERVICE
Springs	X			X			
Wheels	X			X			5 ½ X 10 BEARINGS – CONVENTIONAL 34 IN. DIA. WHEELS
AIR BRAKES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
D-22, 26L systems	X						
Control Valves	X			X			DUE C.O.T.S
Reservoirs	X			X			TO CLEAN AND TEST
Hand Brakes	X			X			DUE PERIODIC TESTS
HEATING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
Engine Coolant							
Floor Heat Coils	X			X			TO TEST AND SERVICE
Overhead Coils	X			X			TO TEST AND SERVICE
AIR CONDITIONING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
Freon 12 System				X			ENVIRONMENT ISSUE CONSIDER CONVERSION – FRIGIDAIRE SYSTEM
Condenser	X			X			TO BLOW AND TEST
Evaporator	X			X			TO WASH AND TEST
Compressor	X			X			TO BENCH OVERHAUL
ELECTRIC	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
110/220 Volts DC	X			X			NEW WIRING
DC Generator	X			X			2 X 10 KW TO BENCH OVERHAUL
Batteries		X					REMOVED
Control Panel	X			X			E.P.R. 500 TO TEST AND SERVICE
Lighting	X			X			TO TEST AND SERVICE
Main Blower Fans	X			X			TO BENCH OVERHAUL

ELECTRIC Con't	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
Exhaust Fans	X			X			TO TEST AND SERVICE
Refrigeration			X				PARTS MISSING
Microwave			X				MISSING
Inverter / Alternator	X			X			TO TEST AND SERVICE
Appliances							N/A
WATER SANITATION	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
Water Tank & Casing	X			X			TO FLUSH , TEST AND STERILIZE
Plumbing	X			X			TO TEST AND SERVICE
Toilets	X			X			TO TEST AND SERVICE
Basins	X			X			TO TEST AND SERVICE
COSMETICS / AMENITIES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
Exterior Paint						X	VIA BLUE YELLOW - CHIPPED - FADED
Seats	X			X			48 SLEEPY HOLLOW - FOOD TRAYS
Upholstery	X				X		DUSTY TO CLEAN
Carpets	X					X	STAINED / LOOSE
Interior Finish	X				X		NEEDS COSMETIC ATTENTION
Sashes	X				X		4 CONDENSATED
End Door and Locks	X			X			
Washroom Doors and Locks	X			X			
Window Blinds	X				X		DIRTY

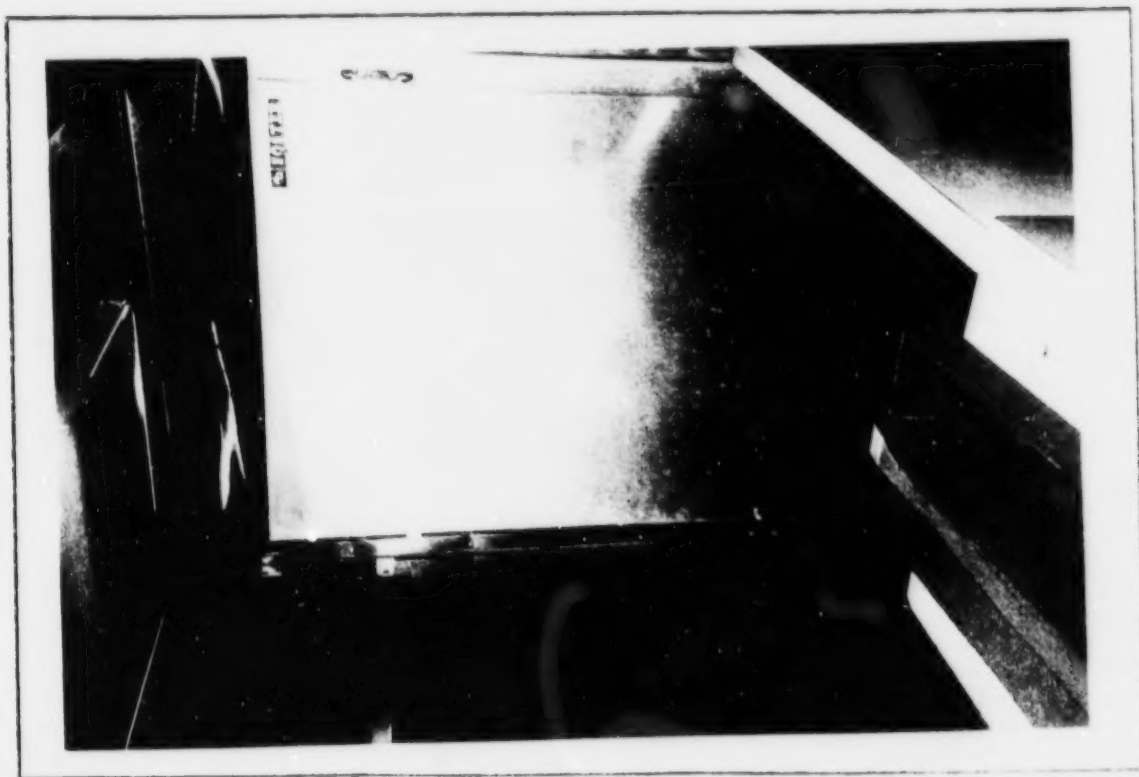
POWER PACKAGE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
Engines / Transmission	X				X		2 CUMMINS TO BENCH OVERHAUL
Engine Pans	X				X		2 TO R.I.P.
Spicer Shafts	X				X		TO QUALIFY AND REPAIR
Air Compressor	X				X		TO BENCH OVERHAUL
Fuel Tank	X			X			TO FLUSH AND SERVICE
Exhaust System	X			X			
Brake Control Valves	X				X		DUE PERIODIC MAINTENANCE
Event Recorder	X			X			TO TEST
Bells / Horns	X			X			TO TEST AND SERVICE
Radiators	X					X	EVIDENCE OF LEAKS

OTHERS				
WHEEL DATA	L1 - 2 ¼ IN.	L2 - 2 IN.	L3 - 2 IN.	L4 - 1 ¾ IN.
	R1 - _____	R2 - _____	R3 - _____	R4 - _____

Inspected By:

(Signature)

(Date)





PASSENGER CAR / CONDITION ASSESSMENT

Car Number: **VIA 6213** Type: **RDC2** Inspected by: **R. BORDUAS**

Date: **AUGUST 18, 1999** Location: **TORONTO**

Year Built: **1950 - 1957** Mileage: **UNKNOWN**

Last Major Shopping: **UNKNOWN**

CLASSIFICATION: 1- Serviceable as is (0-50 hours) 2- Requires light intervention (51-400 hours) 3-Unserviceable

APPRAISAL: 1 2 3 4 5 6 7 8 9 10

GENERAL COMMENTS:

UNDERFRAME	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Center Sill	X			X			
Side Sills	X			X			
End Sills	X			X			
Cross Bearers	X			X			
Needle Beams	X			X			
Couplers & Gears	X			X			"F" TYPE RUBBER GEARS.
Buffers / Stems	X			X			
Pilots	X			X			
STRUCTURE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Side Sheating and Posts	X			X			
Roof	X			X			
Vestibule Doors	X				X		BINDING TO ADJUST.
Vestibule Steps	X			X			
Trap Doors	X				X		BINDING TO ADJUST.
Diaphragms & Canvas	X				X		A-END NOT EQUIPPED, B-END TORN.
Platform	X			X			

TRUCKS	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
4-Wheels I.S.H. Built up	X				X		MILEAGE WEAR (40%).
Wheel Slip Devices	X			X			ROLOKRON, TO TEST AND SERVICE.
Springs	X			X			
Wheels	X			X			34 IN.. DIAMETER WHEELS, 5½x10 BEARINGS.
AIR BRAKES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
D-22, 26L systems							
Control Valves	X				X		DUE C.O.T.S.
Reservoirs	X				X		TO FLUSH AND TEST.
Hand Brakes	X				X		DUE PERIODIC MAINTENANCE.
HEATING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Engine Coolant	X			X			
Floor Heat Coils	X			X			TO TEST AND SERVICE.
Overhead Coils	X			X			TO TEST AND SERVICE.
AIR CONDITIONING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Freon 12 System							ENVIRONMENT ISSUE, CONSIDER CONVERSION FRIGIDAIRE SYSTEM.
Condenser				X			TO CLEAN AND TEST.
Evaporator				X			TO WASH AND TEST.
Compressor				X			TO BENCH OVERHAUL.
ELECTRIC	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
110/220 Volts DC	X					X	ORIGINAL WIRING PERISHED.
DC Generator	X			X			2X 10 kw TO BENCH OVERHAUL.
Batteries		X					REMOVED.
Control Panel	X			X			OLD STYLE, TO TEST AND SERVICE.
Lighting	X			X			TO TEST AND SERVICE.
Main Blower Fans	X			X			TO BENCH OVERHAUL.

ELECTRIC Con't	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Exhaust Fans	X			X			TO TEST AND SERVICE.
Refrigeration							N/A
Microwave							N/A
Inverter / Alternator							N/A
Appliances							N/A.
WATER SANITATION	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Water Tank & Casing	X			X			TO FLUSH, TEST AND STERILIZE.
Plumbing	X			X			TO TEST AND SERVICE.
Toilets	X			X			TO TEST AND SERVICE.
Basins	X			X			TO TEST AND SERVICE.
COSMETICS / AMENITIES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Exterior Paint	X					X	FADED, CHIPPED AND PEELING OFF.
Seats	X			X			60 SLEEPY HOLLOW, NO TRAYS.
Upholstery	X				X		DUSTY, FADED COLORS.
Carpets	X				X		DIRTY.
Interior Finish	X				X		NEEDS COSMETIC ATTENTION.
Sashes	X				X		SOME CONDENSATED.
End Door and Locks	X			X			
Washroom Doors and Locks	X			X			
Window Blinds	X			X			

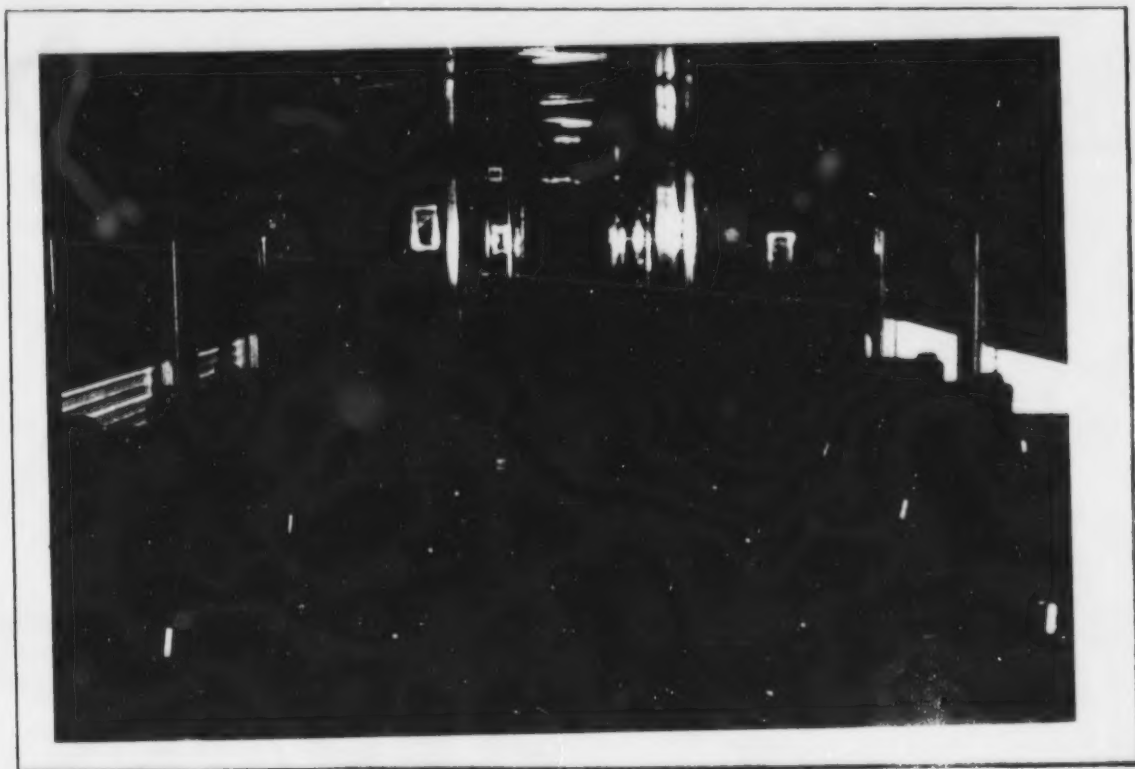
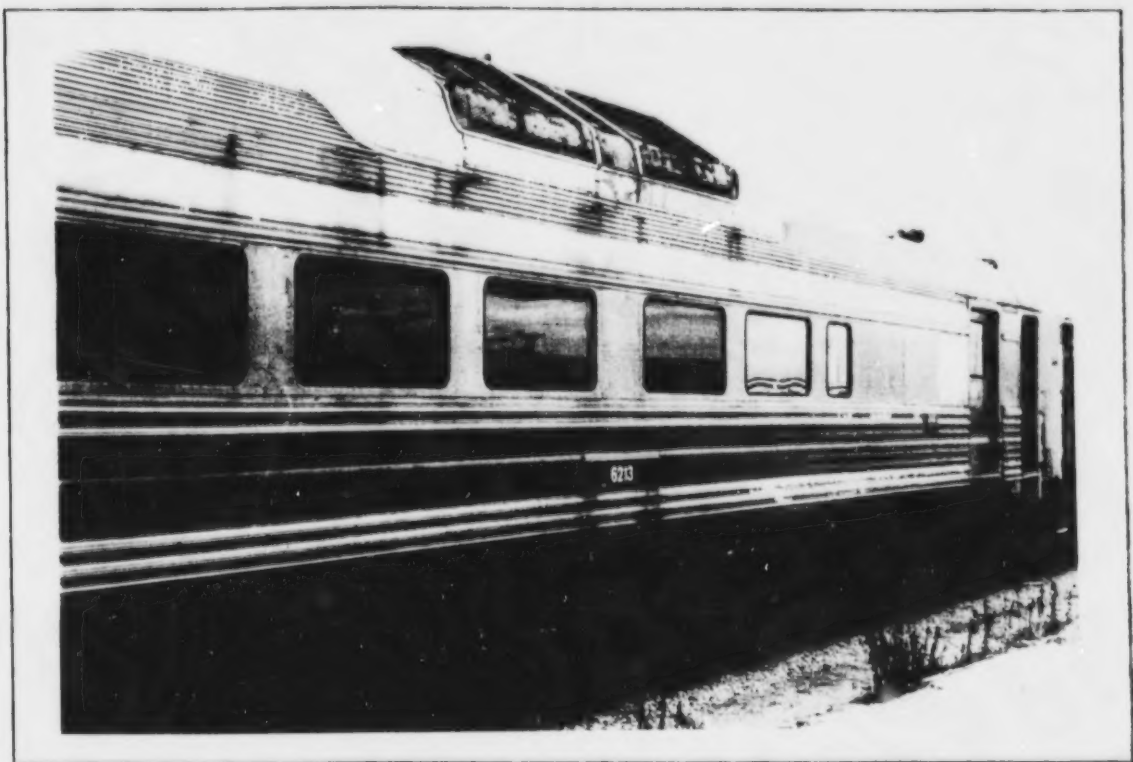
POWER PACKAGE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Engines / Transmission	X				X		2 GM (6 - 110) TO BENCH OVERHAUL.
Engine Pans	X				X		TO R.I.P.
Spicer Shafts	X				X		TO TEST AND SERVICE.
Air Compressor	X				X		TO BENCH OVERHAUL.
Fuel Tank	X			X			TO FLUSH AND SERVICE.
Exhaust System	X			X			
Brake Control Valves	X			X			DUE PERIODIC MAINTENANCE.
Event Recorder	X			X			TO TEST.
Bells / Horns	X			X			TO TEST AND SERVICE.
Radiators	X					X	EVIDENCE OF LEAKS.

OTHERS				
WHEEL DATA	L1 - 1 ³ / ₈ IN.	L2 - 1 ¹ / ₈ IN.	L3 - 1 ³ / ₈ IN.	L4 - 1 ¹ / ₄ IN.
	R1 - _____	R2 - _____	R3 - _____	R4 - _____

Inspected By:

(Signature)

(Date)



PASSENGER CAR / CONDITION ASSESSMENT

Car Number: **VIA 6214** Type: **RDC2 snack** Inspected by: **R. BORDUAS**

Date: **AUGUST 19, 1999** Location: **TORONTO**

Year Built: **1950 - 1957** Mileage: **UNKNOWN**

Last Major Shopping: **UNKNOWN**

CLASSIFICATION: 1- Serviceable as is (0-50 hours) 2- Requires light intervention (51-400 hours) 3-Unserviceable

APPRAISAL: 1 2 3 4 5 6 7 8 9 10

GENERAL COMMENTS:

UNDERFRAME	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
Center Sill	X			X			
Side Sills	X			X			
End Sills	X			X			
Cross Bearers	X			X			
Needle Beams	X			X			
Couplers & Gears	X			X			"F" TYPE RUBBER GEARS
Buffers / Stems	X			X			
STRUCTURE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
Side Sheeting and Posts	X			X			
Roof	X			X			
Vestibule Doors	X			X			
Vestibule Steps	X			X			
Trap Doors	X			X			
Diaphragms & Canvas	X			X			
Platform	X			X			

TRUCKS	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
4-Wheels I.S.H.	X			X			LOW MILEAGE WEAR
Wheel slip device	X			X			DECELOSTAT TO TEST AND SERVICE
Springs	X			X			
Wheels	X			X			5 ½ X 10 BEARINGS 34 IN. DIA. WHEELS
AIR BRAKES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
D-22, 26L systems	X			X			
Control Valves	X			X			DUE C.O.T.S
Reservoirs	X			X			TO FLUSH AND TEST
Hand Brakes	X			X			DUE PERIOD MAINTENANCE
HEATING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
Engine Coolant	X			X			
Floor Heat Coils	X			X			TO TEST AND SERVICE
Overhead Coils	X			X			TO TEST AND SERVICE
AIR CONDITIONING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
Freon 12 System	X						ENVIRONMENTAL ISSUE - CONSIDER CONVERSION FRIGIDAIRE SYSTEM
Condenser	X			X			TO BLOW AND TEST
Evaporator	X			X			TO WASH AND TEST
Compressor	X			X			TO BENCH OVERHAUL
ELECTRIC	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
110/220 Volts DC				X			NEW WIRING
DC Generator	X			X			2 X 20 kW BRUSHLESS TO BENCH OVERHAUL
Batteries		X					REMOVED
Control Panel	X			X			E.P.R. 500 TO TEST AND SERVICE
Lighting	X			X			TO TEST AND SERVICE
Main Blower Fans	X			X			TO BENCH OVERHAUL

ELECTRIC Con't	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
Exhaust Fans	X			X			TO TEST AND SERVICE
Refrigeration	X			X			1 COMMERCIAL TO TEST AND SERVICE REMOVED
Microwave							
Inverter / Alternator		X		X			TO TEST AND SERVICE
Appliances							N/A
WATER SANITATION	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
Water Tank & Casing	X			X			TO FLUSH, TEST AND STERILIZE
Plumbing	X			X			TO TEST AND SERVICE
Toilets	X			X			TO TEST AND SERVICE
Basins	X			X			TO TEST AND SERVICE
COSMETICS / AMENITIES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
Exterior Paint	X				X		FADED
Seats	X			X			50 SLEEPY HOLLOW – FOOD TRAYS
Upholstery					X		DUSTY TO CLEAN
Carpets	X				X		DUSTY TO CLEAN
Interior Finish	X				X		REQUIRES COSMETIC ATTENTION
Sashes	X			X			
End Door and Locks	X			X			
Washroom Doors and Locks	X			X			
Window Blinds				X			

POWER PACKAGE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalized	Vandalized	Good	Fair	Poor	
Engines / Transmission	X				X		2 CUMMINS TO BENCH OVERHAUL
Engine Pans	X			X			
Spicer Shafts	X				X		TO QUALIFY AND REPAIR
Air Compressor	X				X		TO BENCH AND OVERHAUL
Fuel Tank	X			X			TO FLUSH AND SERVICE
Exhaust System	X			X			
Brake Control Valves	X			X			DUE PERIODIC MAINTENANCE
Event Recorder	X	X					MISSING
Bells / Horns	X			X			
Radiators	X				X		EVIDENCE OF LEAKS

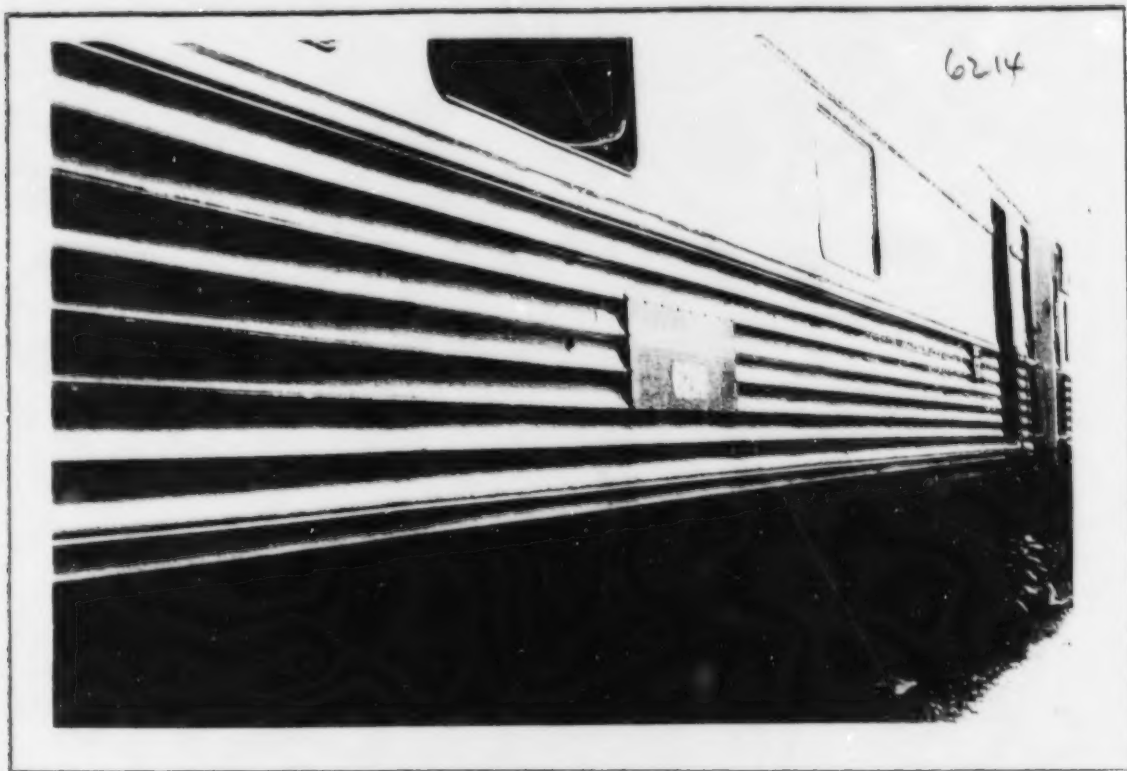
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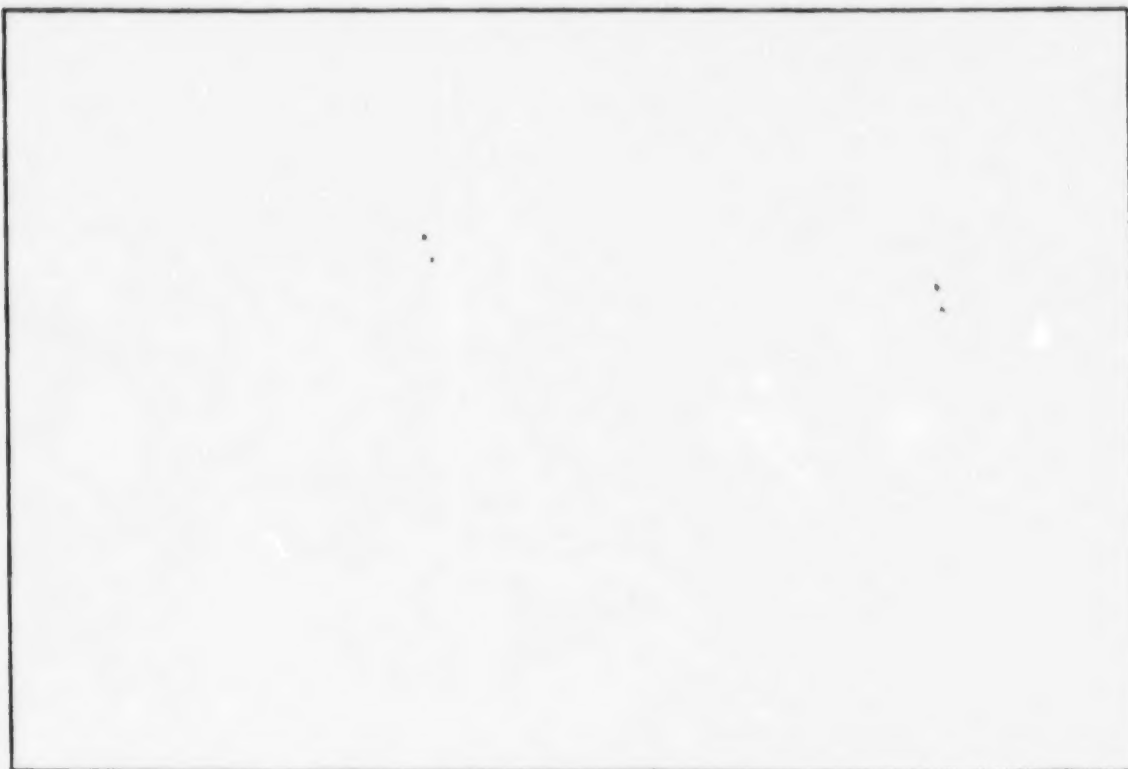
WHEEL DATA	L1 - 2 ½ IN.	L2 - 2½ IN.	L3 - 2 ½ IN.	L4 - 2 ½ IN.
	R1 - _____	R2 - _____	R3 - _____	R4 - _____

Inspected By:

(Signature)

(Date)





PASSENGER CAR / CONDITION ASSESSMENT

Car Number: **VIA 6216**Type: **RDC2**Inspected by: **R. BORDUAS**Date: **AUGUST 19, 1999**Location: **TORONTO**Year Built: **1950 - 1957**Mileage: **UNKNOWN**Last Major Shopping: **UNKNOWN**

CLASSIFICATION:

1- Serviceable as is
(0-50 hours)2- Requires light intervention
(51-400 hours)

3-Unserviceable

APPRAISAL:

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GENERAL COMMENTS:

UNDERFRAME	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Center Sill	X			X			
Side Sills	X			X			
End Sills	X			X			
Cross Bearers	X			X			
Needle Beams	X			X			
Couplers & Gears	X			X			"F" TYPE RUBBER GEARS
Buffers / Stems	X			X			
STRUCTURE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Side Sheating and Posts	X					X	LETTER BOARDS, PIER PANELS, FLUTING - POORLY JOINTED A-END
Roof	X					X	EVIDENCE OF LEAKS
Vestibule Doors	X				X		TO ADJUST
Vestibule Steps	X				X		LOOSE TREADS
Trap Doors	X				X		BINDING TO ADJUST
Diaphragms & Canvas	X				X		CANVAS TORN "B" END NOT EQUIPPED "A"
Platform	X			X			

TRUCKS	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
4-Wheels I.S.H.	X			X			LOW MILEAGE WEAR
Wheel slip device	X			X			DECELOSTAT TO TEST AND SERVICE
Springs	X			X			
Wheels	X			X			3 ½ X 10 BEARINGS 34 IN. DIA. WHEELS
AIR BRAKES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
D-22, 26L systems	X			X			
Control Valves	X			X			DUE C.O.T.S.
Reservoirs	X			X			TO FLUSH AND TEST
Hand Brakes	X			X			DUE PERIODIC MAINTENANCE
HEATING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Engine Coolant	X			X			
Floor Heat Coils	X			X			TO TEST AND SERVICE
Overhead Coils	X			X			TO TEST AND SERVICE
AIR CONDITIONING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Freon 12 System	X			X			ENVIRONMENT ISSUE CONSIDER CONVERSION - FRIGIDAIRE SYSTEM
Condenser	X			X			TO BLOW AND TEST
Evaporator	X			X			TO WASH AND TEST
Compressor	X			X			TO BENCH OVERHAUL
ELECTRIC	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
110/220 Volts DC						X	ORIGINAL WIRING
DC Generator		X					REMOVED / MISSING
Batteries		X					OLD TYPE TO TEST AND SERVICE
Control Panel	X			X			TO TEST AND SERVICE
Lighting	X			X			TO BENCH AND OVERHAUL
Main Blower Fans	X			X			

ELECTRIC Con't	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Exhaust Fans	X			X			TO TEST AND SERVICE
Refrigeration							N/A
Microwave							N/A
Inverter / Alternator							N/A
Appliances							N/A
WATER SANITATION	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Water Tank & Casing	X			X			TO FLUSH, TEST AND STERILISE
Plumbing	X			X			TO TEST AND SERVICE
Toilets	X			X			TO TEST AND SERVICE
Basins	X			X			TO TEST AND SERVICE
COSMETICS / AMENITIES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Exterior Paint					X		FADED / CHIPPED
Seats		X				X	58 MT. ROYAL - 11 TRAYS 11 CUSHIONS MISSING
Upholstery	X					X	WORN / TORN
Carpets	X				X		DUSTY TO CLEAN
Interior Finish	X				X		REQUIRES COSMETIC ATTENTION
Sashes	X				X		CONDENSATED
End Door and Locks	X			X			
Washroom Doors and Locks	X			X			
Window Blinds	X			X			

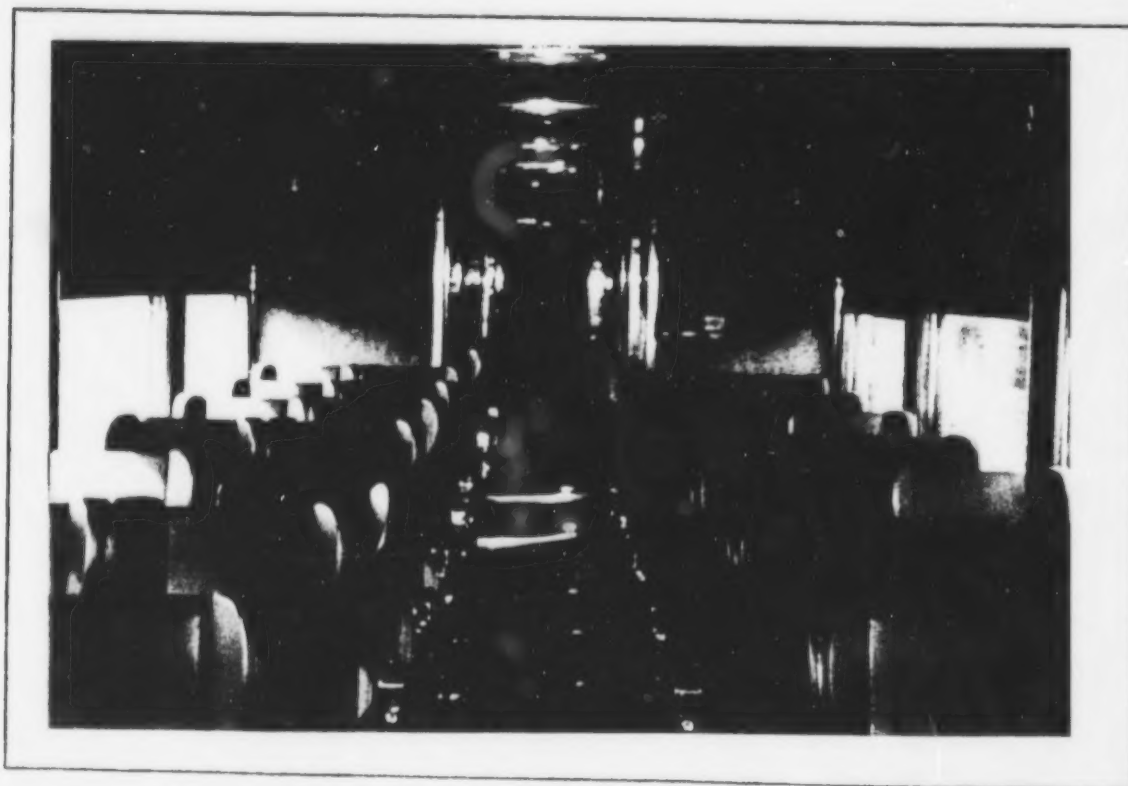
POWER PACKAGE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Engines / Transmission	X				X		2 CUMMINS TO BENCH OVERHAUL
Engine Pans	X				X		2 TO R.I.P.
Spicer Shafts	X				X		TO QUALIFY AND REPAIR
Air Compressor	X				X		TO BENCH OVERHAUL
Fuel Tank	X			X			TO FLUSH AND SERVICE
Exhaust System	X			X			
Brake Control Valves	X			X			DUE PERIODIC MAINTENANCE
Event Recorder	X			X			TO TEST AND SERVICE
Bells / Horns	X			X			
Radiators	X			X			ANTIFREEZE LEAKS

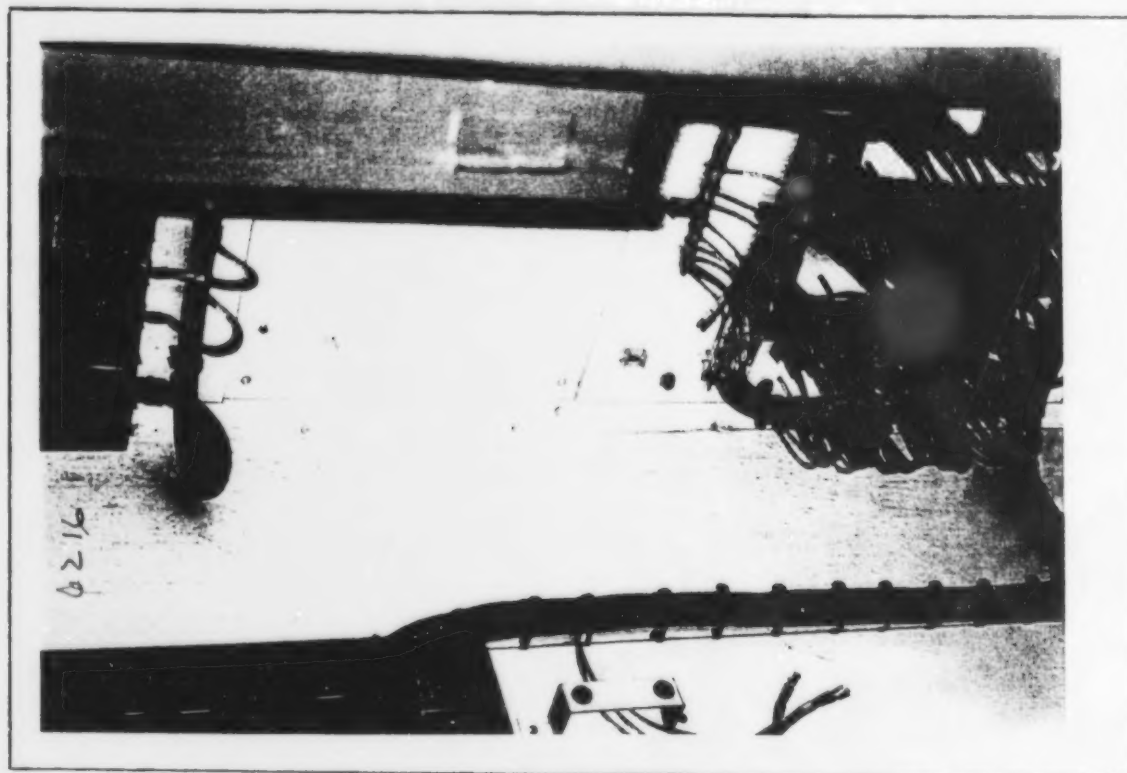
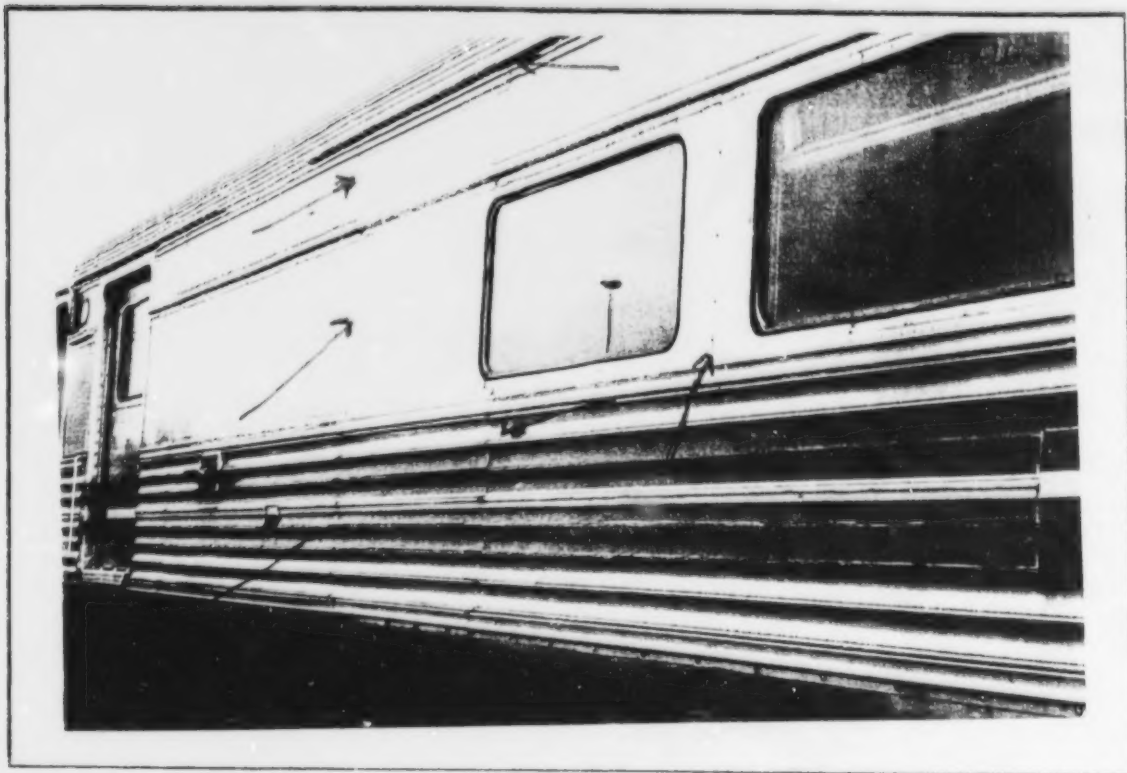
OTHERS				
WHEEL DATA	L1 - 2 ¾ IN.	L2 - 2 ¾ IN.	L3 - 2 ¾ IN.	L4 - 2 ¾ IN.
	R1 - _____	R2 - _____	R3 - _____	R4 - _____

Inspected By:

(Signature)

(Date)





PASSENGER CAR / CONDITION ASSESSMENT

Car Number: **VIA 6217**

Type: **RDC2 Snack**

Inspected by: **R. BORDUAS**

Date: **AUGUST 19, 1999**

Location: **TORONTO**

Year Built: **1950 - 1957**

Mileage: **UNKNOWN**

Last Major Shopping: **UNKNOWN**

CLASSIFICATION:

1- Serviceable as is
(0-50 hours)

2- Requires light intervention
(51-400 hours)

3-Unserviceable

APPRAISAL:

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GENERAL COMMENTS:

UNDERFRAME	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Center Sill	X			X			
Side Sills	X			X			
End Sills	X			X			
Cross Bearers	X			X			
Needle Beams	X			X			
Couplers & Gears	X			X			"F" TYPE RUBBER GEARS.
Buffers / Stems	X			X			
STRUCTURE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Side Sheating and Posts	X			X			
Roof	X			X			
Vestibule Doors	X			X			
Vestibule Steps	X			X			
Trap Doors	X			X			
Diaphragms & Canvas	X				X		CANVAS TORN.
Platform	X			X			

TRUCKS	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
4-Wheels I.S.H. Built up	X			X			LOW MILEAGE WEAR.
Wheel Slip Devices	X			X			DECELOSTAT, TO TEST AND SERVICE.
Springs	X			X			
Wheels	X			X			34 IN.. DIAMETER WHEELS, 5½x10 BEARINGS.
AIR BRAKES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
D-22, 26L systems							
Control Valves	X			X			DUE C.O.T.S.
Reservoirs	X			X			TO FLUSH AND TEST.
Hand Brakes	X			X			DUE PERIODIC TEST.
HEATING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Engine Coolant	X			X			
Floor Heat Coils	X			X			TO TEST AND SERVICE.
Overhead Coils	X			X			TO TEST AND SERVICE.
AIR CONDITIONING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Freon 12 System	X			X			ENVIRONMENT ISSUE, CONSIDER CONVERSION. CARRIER SYSTEM.
Condenser	X			X			TO BLOW AND TEST.
Evaporator	X			X			TO WASH AND TEST.
Compressor	X			X			TO BENCH OVERHAUL.
ELECTRIC	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
110/220 Volts DC	X					X	ORIGINAL WIRING.
DC Generator	X			X			2X 10 kw TO BENCH OVERHAUL.
Batteries		X					REMOVED.
Control Panel	X			X			OLD STYLE TO TEST AND SERVICE.
Lighting	X			X			TO TEST AND SERVICE.
Main Blower Fans	X			X			TO BENCH OVERHAUL.

ELECTRIC Con't	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Exhaust Fans	X			X			TO TEST AND SERVICE.
Refrigeration							N/A.
Microwave							N/A.
Inverter / Alternator							N/A.
Appliances							N/A.
WATER SANITATION	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Water Tank & Casing	X			X			TO FLUSH, TEST AND STERILIZE.
Plumbing	X			X			TO TEST AND SERVICE.
Toilets		X		X			1 TOILET MISSING.
Basins		X		X			1 BASIN MISSING.
COSMETICS / AMENITIES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Exterior Paint					X		FADED.
Seats		X				X	58 MOUNT ROYAL, NO TRAYS.
Upholstery	X					X	WORN, TORN.
Carpets	X				X		DIRTY TO CLEAN.
Interior Finish	X				X		NEEDS COSMETIC ATTENTION.
Sashes	X				X		CONDENSATED.
End Door and Locks	X			X			
Washroom Doors and Locks	X			X			
Window Blinds	X			X			

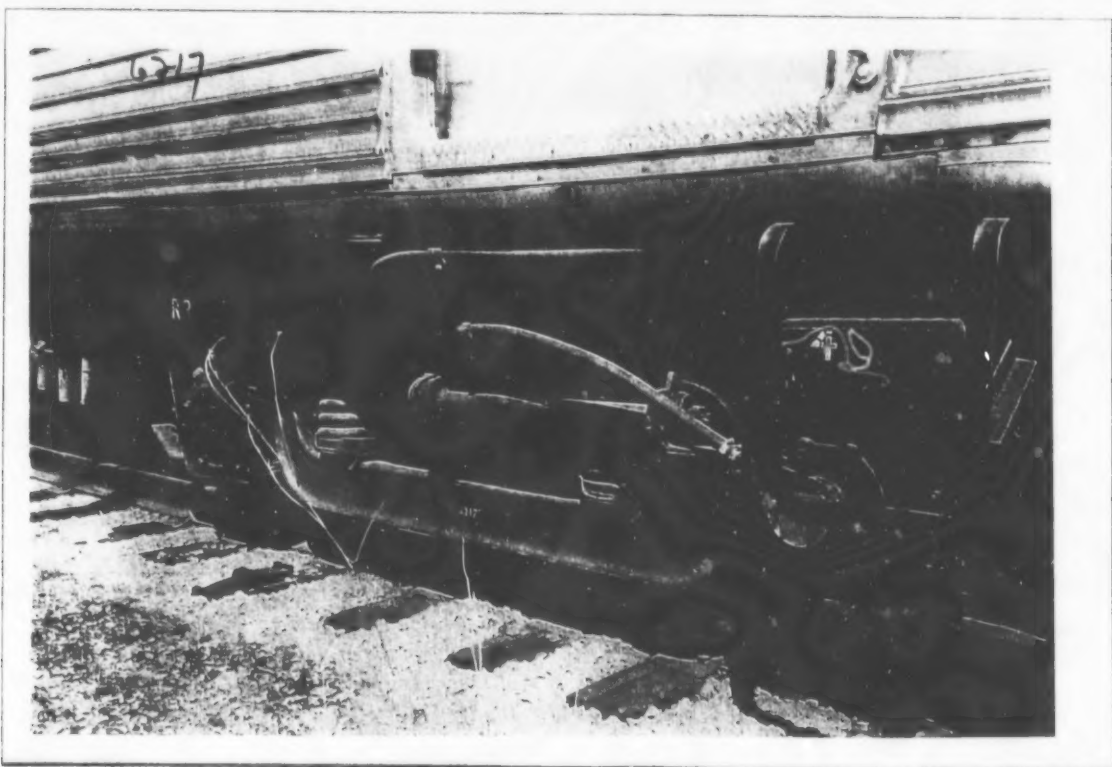
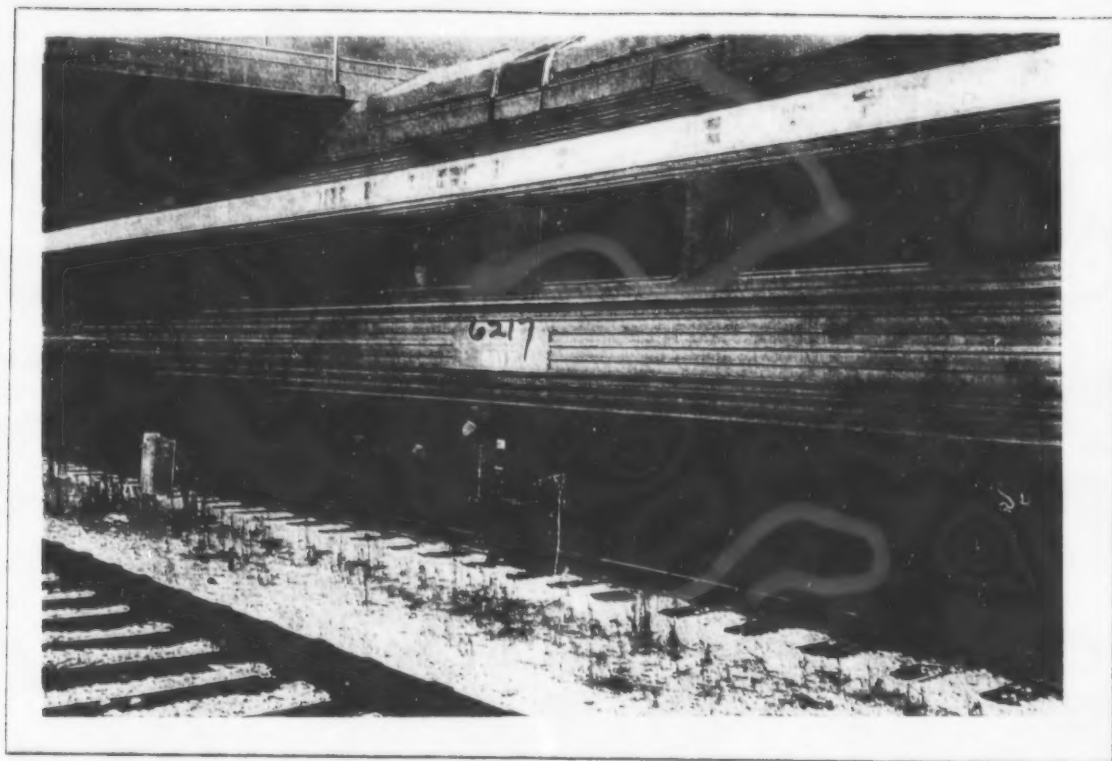
POWER PACKAGE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Engines / Transmission	X				X		2 CUMMINS TO BENCH OVERHAUL.
Engine Pans		X			X		1 TO R.I.P., 1 MISSING.
Spicer Shafts	X				X		TO QUALIFY AND REPAIR.
Air Compressor	X				X		TO BENCH OVERHAUL.
Fuel Tank	X			X			TO FLUSH AND SERVICE.
Exhaust System	X			X			
Brake Control Valves	X			X			DUE PERIODIC MAINTENANCE.
Event Recorder		X					MISSING.
Bells / Horns	X						TO TEST AND SERVICE.
Radiators	X					X	

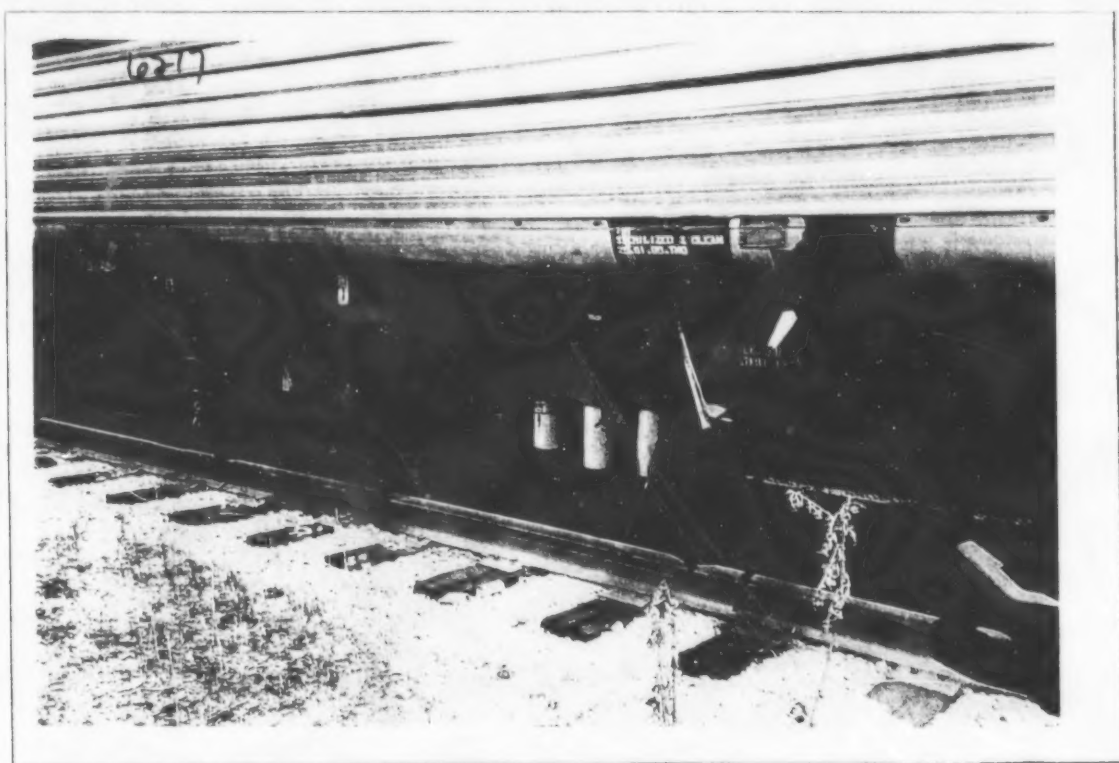
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WHEEL DATA	L1 - 2 ¼ IN.	L2 - 2 IN.	L3 - 2 ¼ IN.	L4 - 2 IN.
	R1 - _____	R2 - _____	R3 - _____	R4 - _____

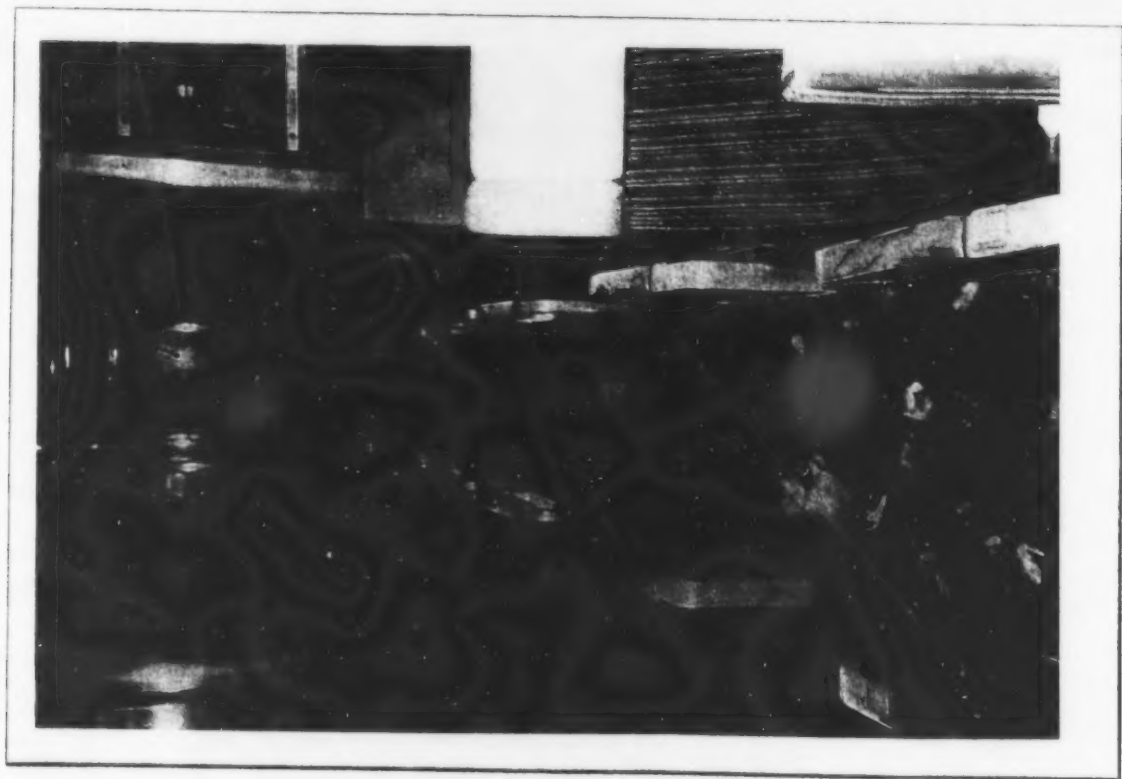
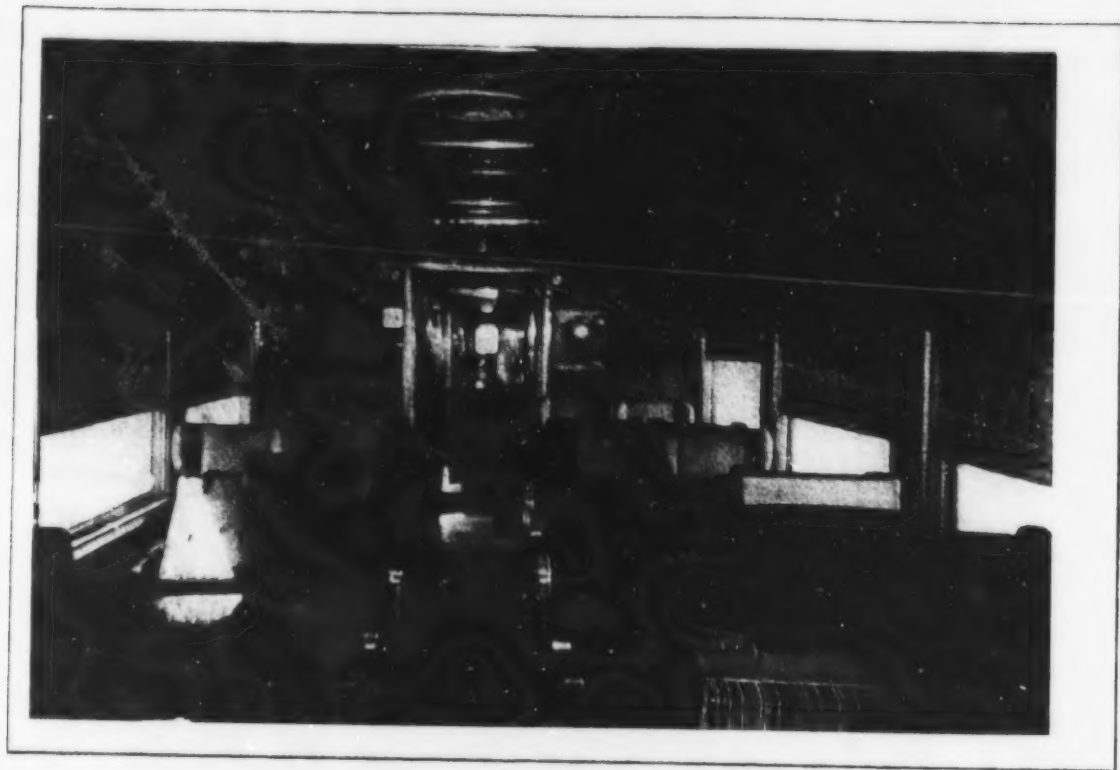
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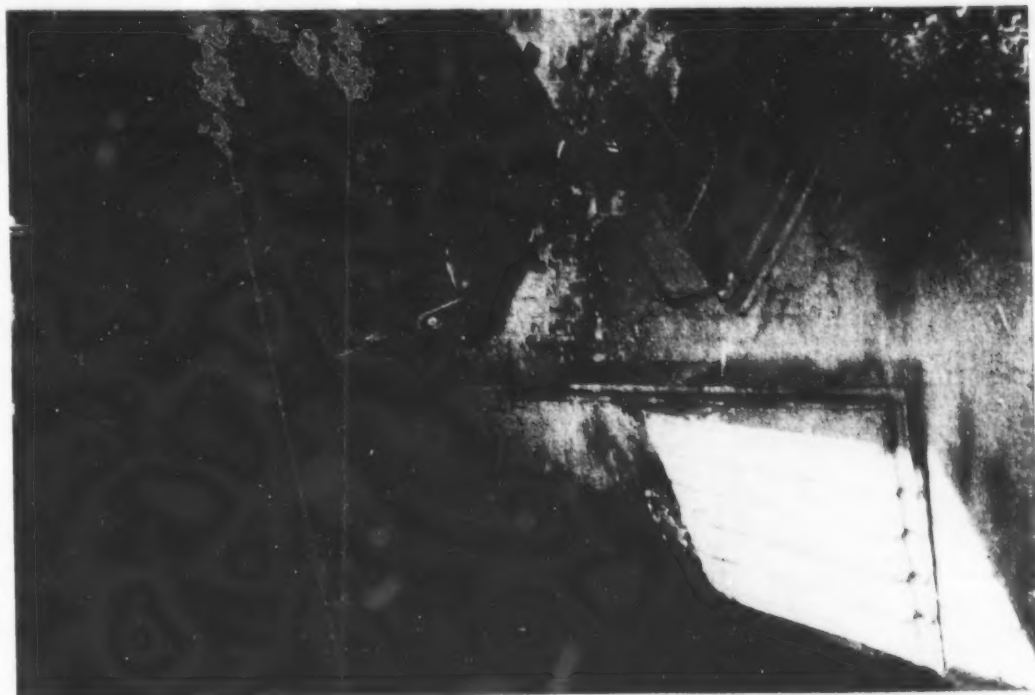
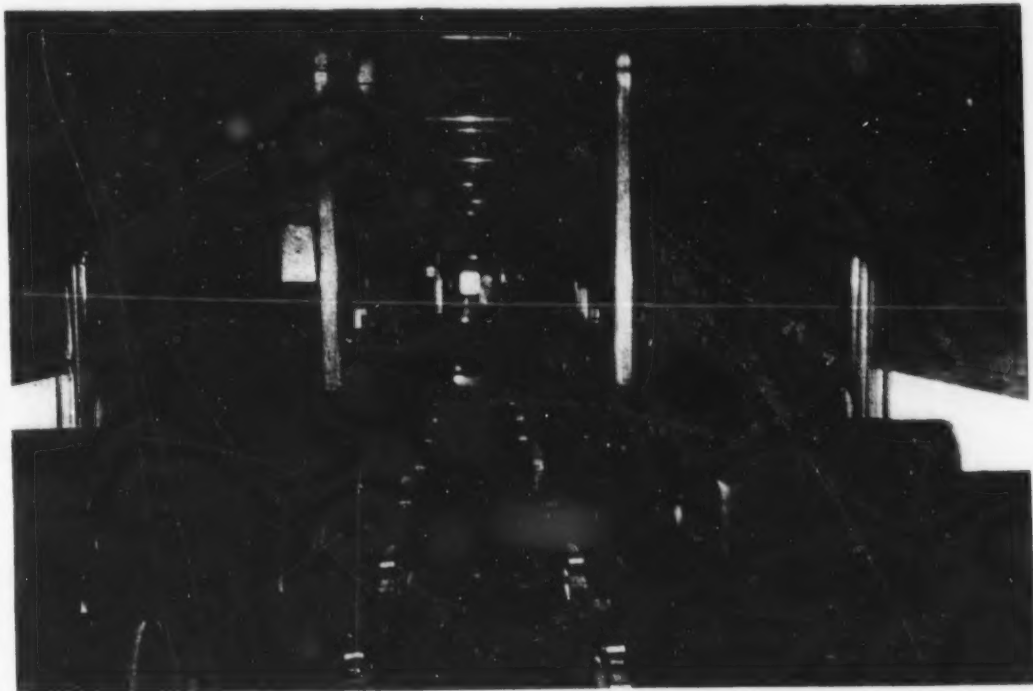
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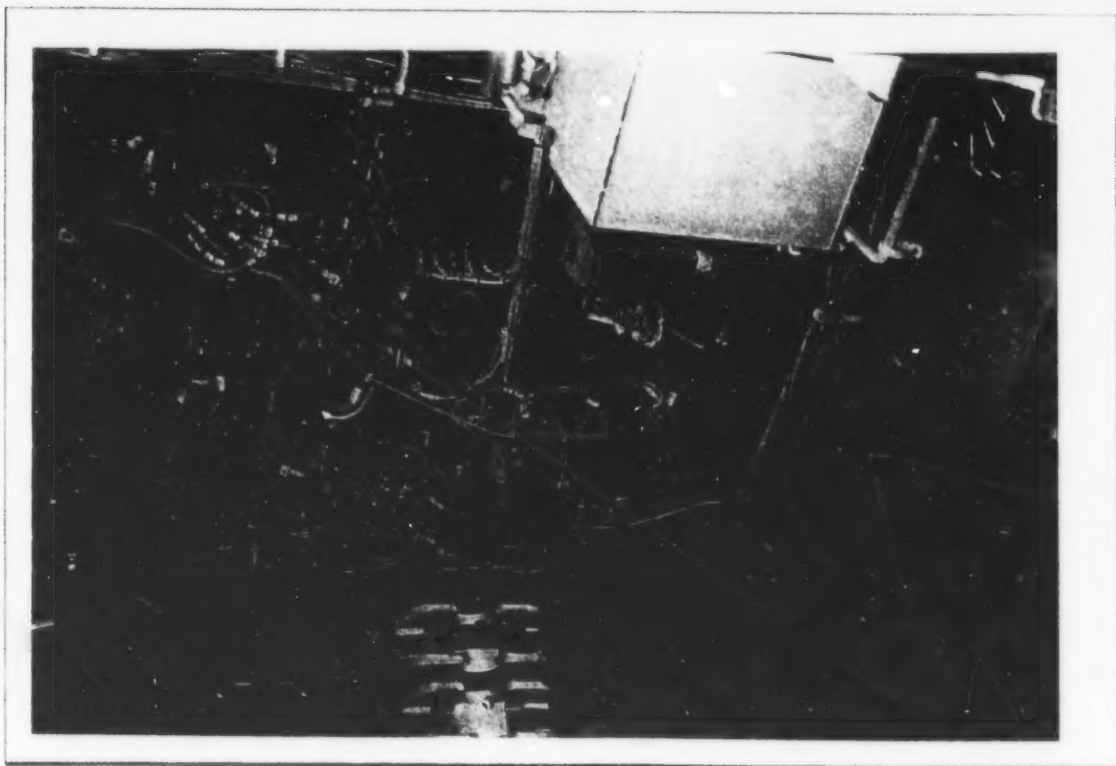
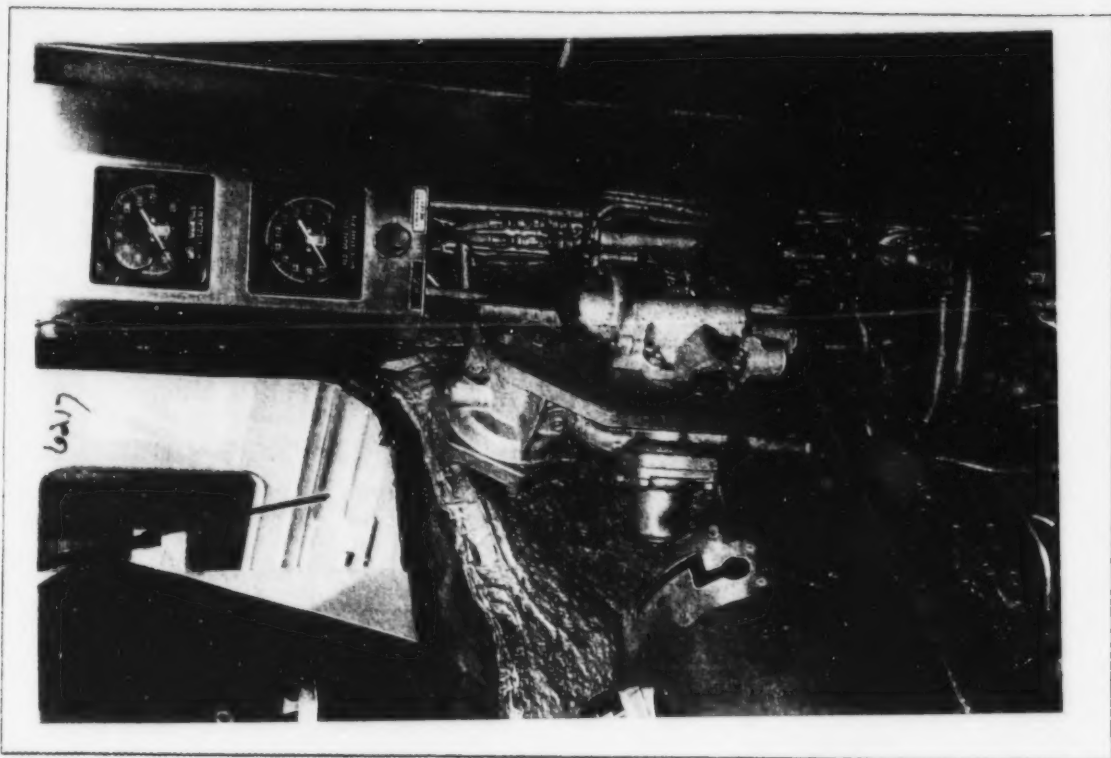
(Date)











PASSENGER CAR / CONDITION ASSESSMENT

Car Number: **VIA 6219**Type: **RDC2**Inspected by: **R. BORDUAS**Date: **AUGUST 19 1999**Location: **TORONTO**Year Built: **1950 - 1957**Mileage: **UNKNOWN**Last Major Shopping: **UNKNOWN**

CLASSIFICATION:

1- Serviceable as is
(0-50 hours)2- Requires light intervention
(51-400 hours)

3-Unserviceable

APPRAISAL:

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GENERAL COMMENTS:

UNDERFRAME	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Center Sill	X			X			
Side Sills	X			X			
End Sills	X			X			
Cross Bearers	X			X			
Needle Beams	X			X			
Couplers & Gears	X			X			"F" TYPE RUBBER GEARS
Buffers / Stems	X			X			
STRUCTURE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Side Sheating and Posts	X			X			
Roof	X			X			
Vestibule Doors	X			X			
Vestibule Steps	X			X			
Trap Doors		X		X			MISSING HARDWARE
Diaphragms & Canvas	X			X			
Platform	X			X			

TRUCKS	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
4-Wheels I.S.H.	X			X			LOW MILEAGE WEAR
Wheel slip devices	X			X			DECELOSTAT, TO TEST AND SERVICE
Springs	X			X			
Wheels	X			X			5 ½ X 10 BEARINGS – 34 IN. DIA. WHEELS
AIR BRAKES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
D-22, 26L systems	X						
Control Valves	X			X			DUE C.O.T.S.
Reservoirs	X			X			TO FLUSH AND ETST
Hand Brakes	X			X			DUE PERIODIC MAINTNENANCE
HEATING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Engine Coolant							
Floor Heat Coils	X			X			TO TEST AND SERVICE
Overhead Coils	X			X			TO TEST AND SERVICE
AIR CONDITIONING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Freon 12 System	X			X			ENVIRONMENT ISSUES, CONSIDER CONVERSION – FRIGIDAIRE SYSTEM
Condenser	X			X			TO BLOW AND TEST
Evaporator	X			X			TO WASH AND TEST
Compressor	X			X			TO BENCH OVERHAUL
ELECTRIC	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
110/220 Volts DC						X	ORIGINAL WIRING
DC Generator		X		X			2 X 10 kW TO BENCH OVERHAUL
Batteries	X						REMOVED
Control Panel	X			X			OLD TYPE TO TEST AND SERVICE
Lighting	X			X			TO TEST AND SERVICE
Main Blower Fans	X			X			TO BENCH OVERHAUL

ELECTRIC Con't	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Exhaust Fans	X			X			TO TEST AND SERVICE
Refrigeration							N/A
Microwave							N/A
Inverter / Alternator							N/A
Appliances							N/A
WATER SANITATION	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Water Tank & Casing	X			X			TO FLUSH, TEST AND SERVICE
Plumbing	X			X			TO TEST AND SERVICE
Toilets	X			X			TO TEST AND SERVICE
Basins	X			X			TO TEST AND SERVICE
COSMETICS / AMENITIES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Exterior Paint						X	FADED/CHIPPED/FLAKING
Seats	X			X			58 SLEEPY HOLLOW, NO TRAYS
Upholstery	X				X		TO CLEAN
Carpets	X				X		TO CLEAN
Interior Finish	X			X			NEEDS LIGHT COSMETIC ATTENTION
Sashes			X		X		3 BROKEN
End Door and Locks	X			X			
Washroom Doors and Locks	X			X			
Window Blinds	X			X			

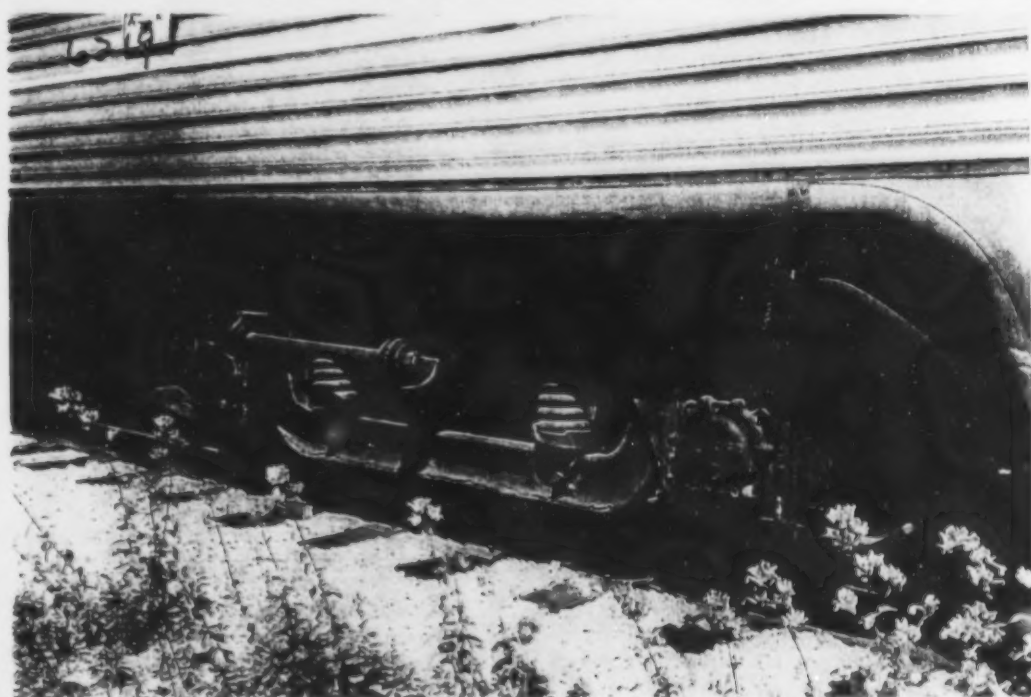
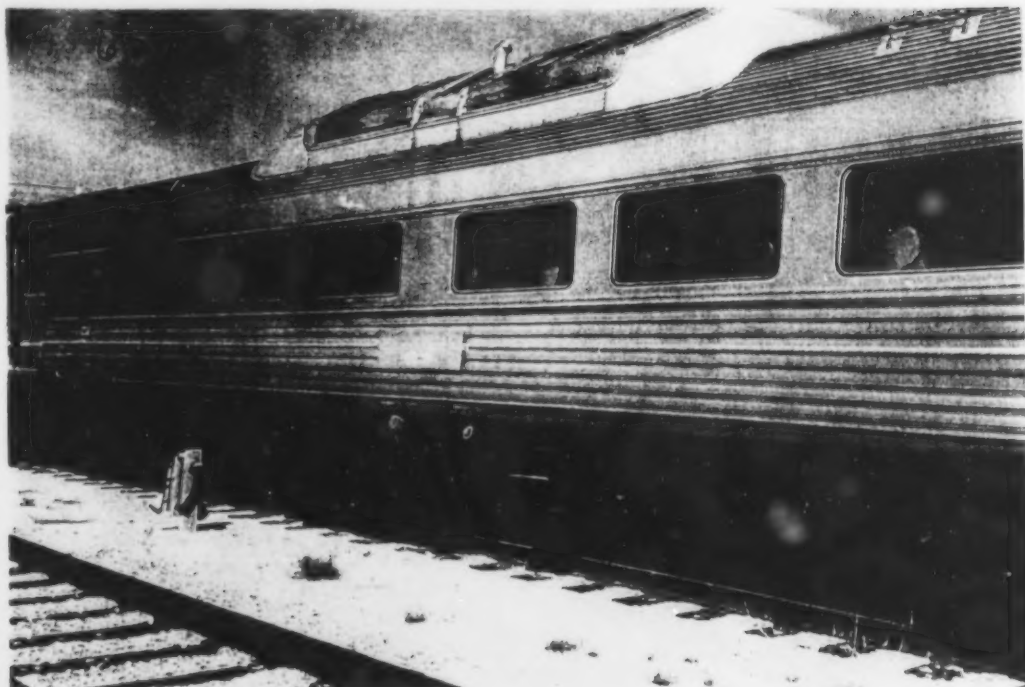
POWER PACKAGE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Engines / Transmission	X				X		2 CUMMINS TO BENCH OVERHAUL
Engine Pans	X				X		TO R.I.P.
Spicer Shafts	X				X		TO QUALIFY AND REPAIR
Air Compressor	X				X		TO BENCH AND OVERHAUL
Fuel Tank	X			X			TO FLUSH AND SERVICE
Exhaust System	X			X			
Brake Control Valves	X			X			DUE PERIODIC MAINTENANCE
Event Recorder		X					MISSING
Bells / Horns	X			X			TO TEST AND SERVICE
Radiators	X			X			

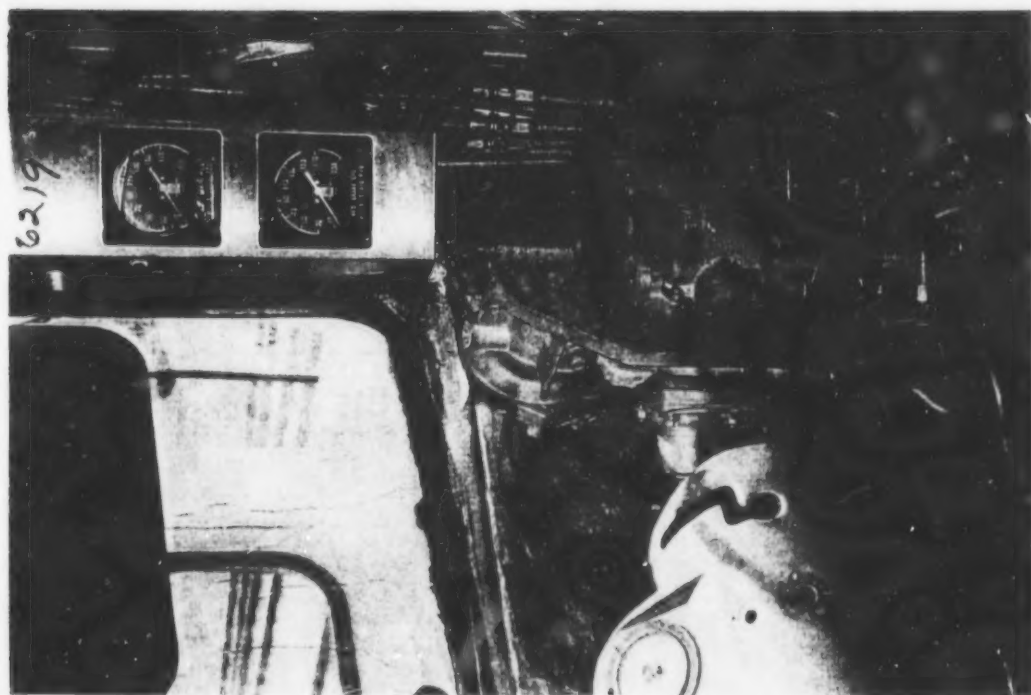
OTHERS				
WHEEL DATA	L1 - 2 ½ IN.	L2 - 2½ IN.	L3 - 2 ½ IN.	L4 - 2 ½ IN.
	R1 - _____	R2 - _____	R3 - _____	R4 - _____

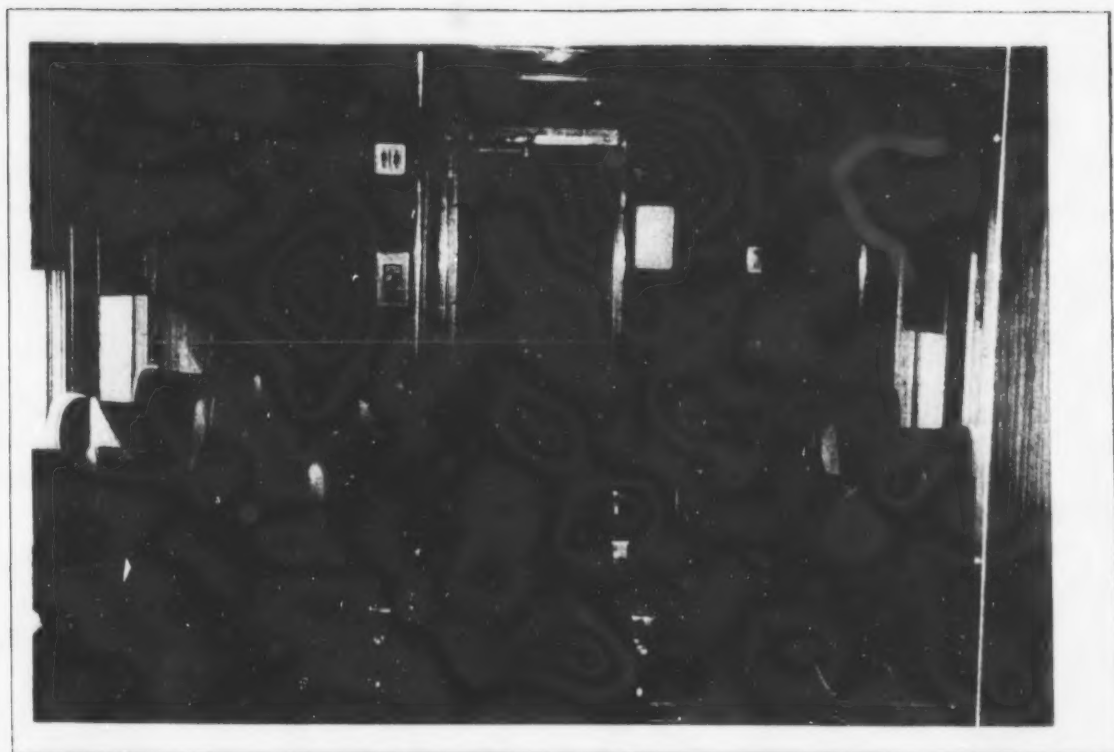
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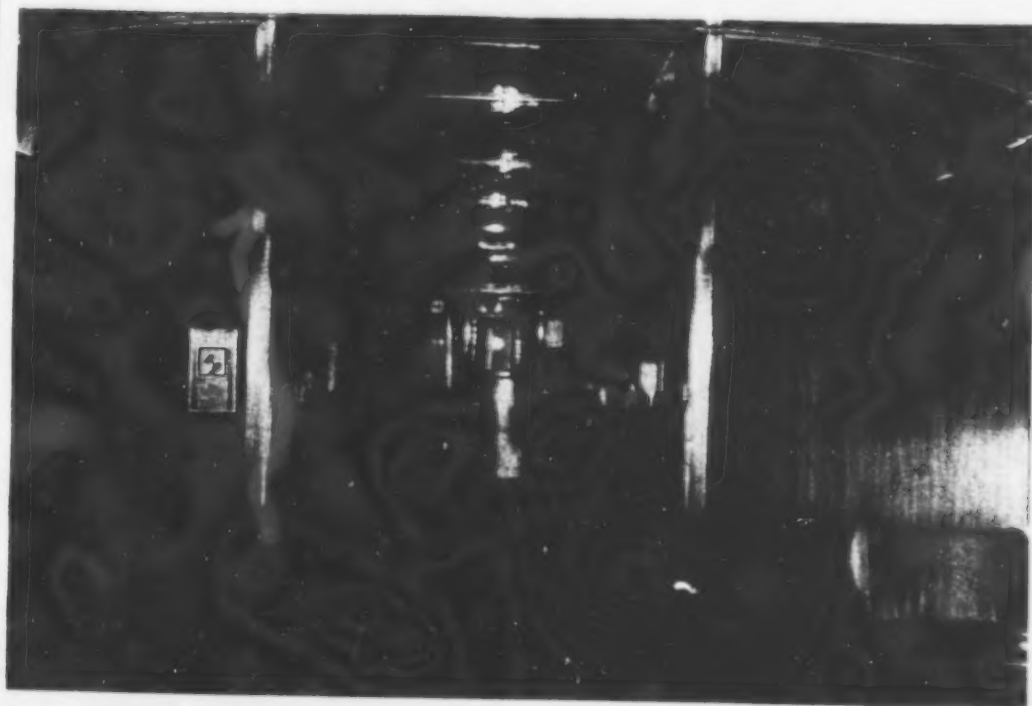
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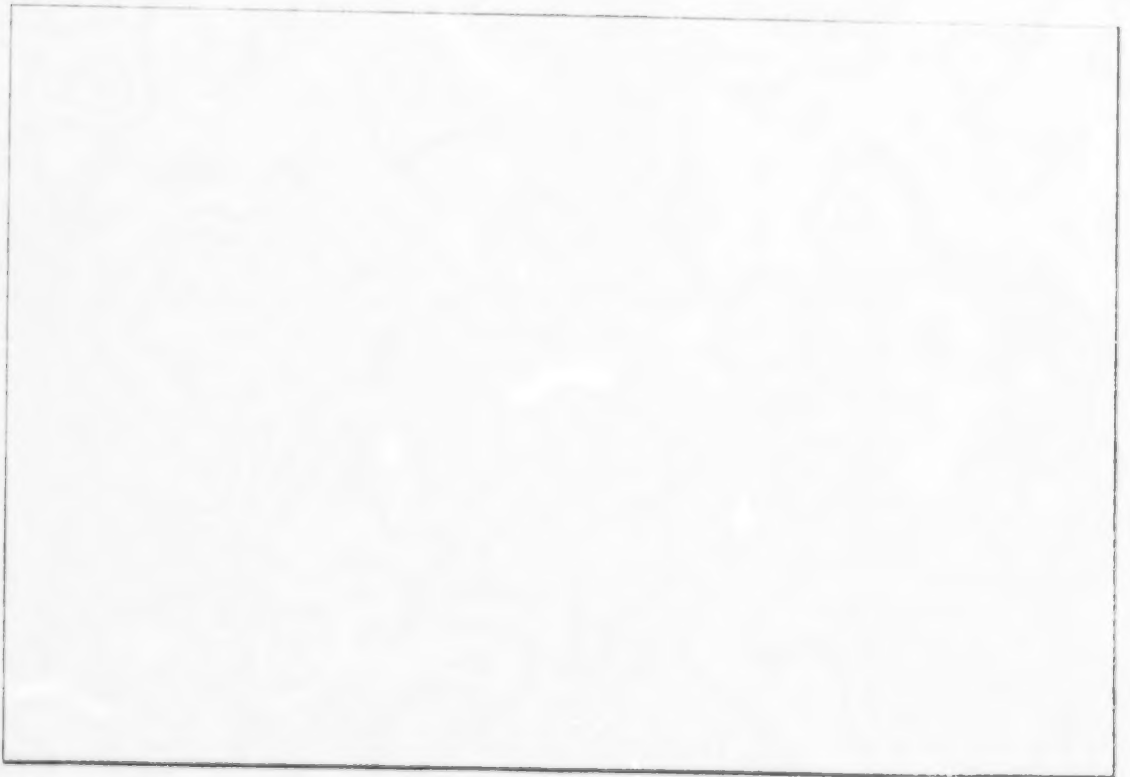
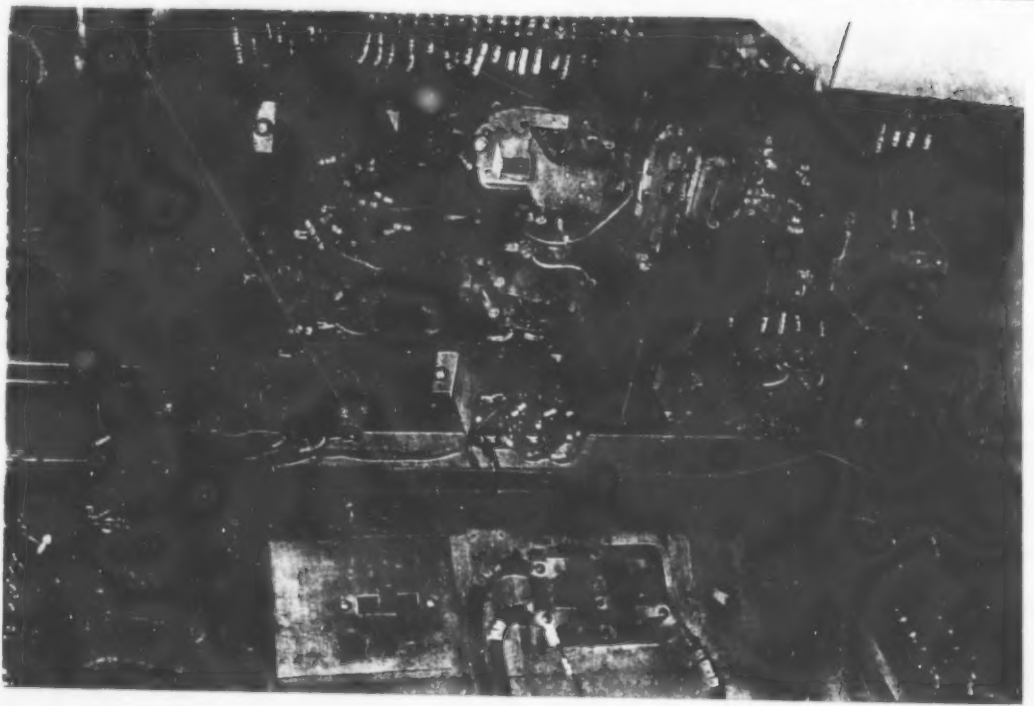
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PASSENGER CAR / CONDITION ASSESSMENT

Car Number: **VIA 6220**Type: **RDC2**Inspected by: **R. BORDUAS**Date: **AUGUST 18, 1999**Location: **TORONTO**Year Built: **1950 - 1957**Mileage: **UNKNOWN**Last Major Shopping: **UNKNOWN**

CLASSIFICATION:

1- Serviceable as is
(0-50 hours)2- Requires light intervention
(51-400 hours)

3- Unserviceable

APPRAISAL:

1 2 3 4 5 6 7 8 9 10

GENERAL COMMENTS:

UNDERFRAME	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Center Sill	X			X			
Side Sills	X			x			
End Sills	X			X			
Cross Bearers	X			X			
Needle Beams	X			X			
Couplers & Gears	X			X			"F" TYPE WAUGHMAT GEARS.
Buffers / Stems	X			X			
STRUCTURE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Side Sheating and Posts	X					X	FLUTING, CAPS, PIER PANELS, HORIZONTAL DISTORTION, POOR JOINTS, END SHEATING CARBON STEEL RUSTED.
Roof	X					X	EVIDENCE OF LEAKS.
Vestibule Doors	X				X		RUBBING TO ADJUST.
Vestibule Steps	X				X		A-END BENT DISTORTED.
Trap Doors	X				X		BINDING TO ADJUST.
Diaphragms & Canvas	X				X		CANVAS TORN.
Platform	X			X			

TRUCKS	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
4-Wheels I.S.H.	X				X		MILEAGE WEAR (60%).
Wheel Slip Devices	X			X			DECELOSTAT, TO TEST AND SERVICE.
Springs	X			X			
Wheels	X			X			34 IN.. DIAMETER WHEELS, 5½x10 BEARINGS.
AIR BRAKES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
D-22, 26L systems	X						
Control Valves	X			X			DUE C.O.T.S.
Reservoirs	X			X			TO CLEAN AND TEST.
Hand Brakes	X			X			DUE PERIODIC MAINTENANCE.
HEATING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Engine Coolant				X			
Floor Heat Coils	X			X			TO TEST AND SERVICE.
Overhead Coils	X			X			TO TEST AND SERVICE.
AIR CONDITIONING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Freon 12 System	X						ENVIRONMENT ISSUE, CONSIDER CONVERSION. FRIGIDAIRE SYSTEM.
Condenser	X			X			TO CLEAN AND TEST.
Evaporator	X			X			TO CLEAN AND TEST.
Compressor	X			X			TO BENCH OVERHAUL.
ELECTRIC	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
110/220 Volts DC	X					X	ORIGINAL WIRING PERISHED.
DC Generator	X			X			2X 10 kw TO BENCH OVERHAUL.
Batteries		X					REMOVED.
Control Panel	X			X			OLD STYLE TO TEST AND SERVICE.
Lighting	X			X			TO TEST AND SERVICE.
Main Blower Fans	X			X			TO BENCH OVERHAUL.

ELECTRIC Con't	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Exhaust Fans	X			X			TO TEST AND SERVICE.
Refrigeration							N/A.
Microwave							N/A.
Inverter / Alternator							N/A.
Appliances							N/A.
WATER SANITATION	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Water Tank & Casing	X			X			TO FLUSH, TEST AND STERILIZE.
Plumbing	X			X			TO TEST AND SERVICE.
Toilets	X			X			TO TEST AND SERVICE.
Basins	X			X			TO TEST AND SERVICE.
COSMETICS / AMENITIES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Exterior Paint						X	VIA BLUE, FLAKING, FADED AND CHIPPED.
Seats	X			X			58 SLEEPY HOLLOW, NO TRAYS.
Upholstery	X				X		DUSTY TO CLEAN.
Carpets	X				X		DIRTY TO CLEAN.
Interior Finish					X		NEEDS COSMETIC ATTENTION.
Sashes	X		X			X	LEAKING AND CONDENSATED.
End Door and Locks	X			X			
Washroom Doors and Locks	X			X			
Window Blinds	X			X			

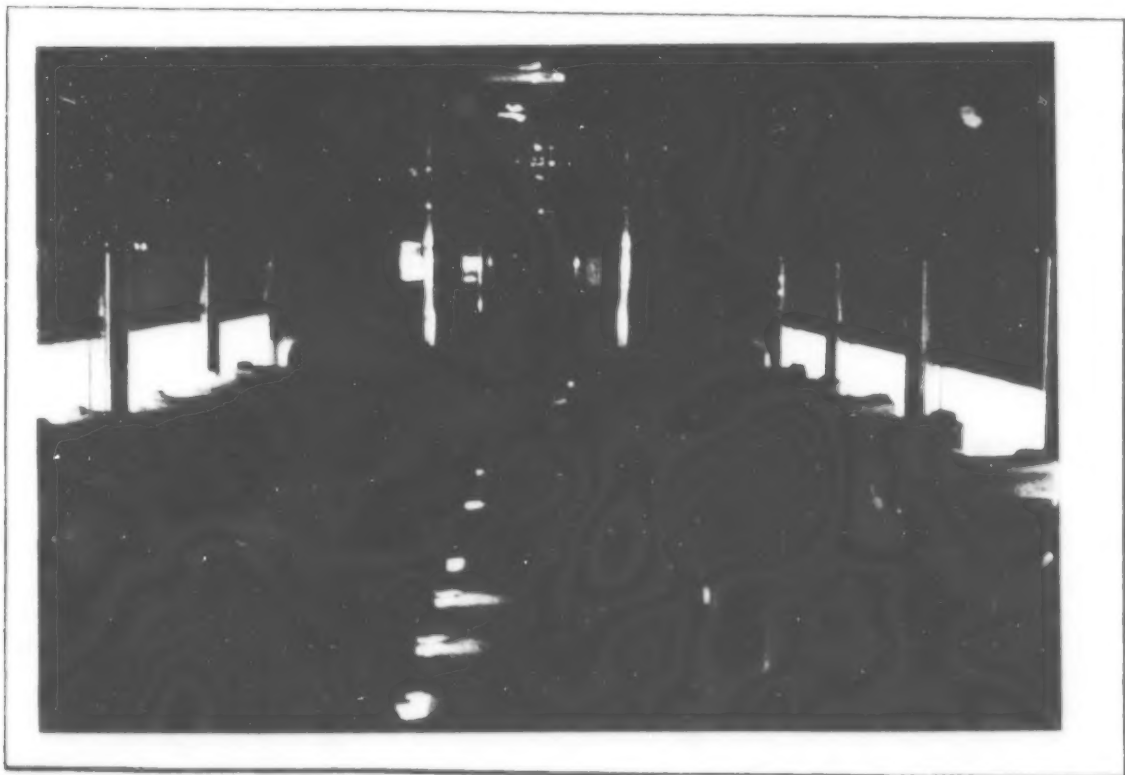
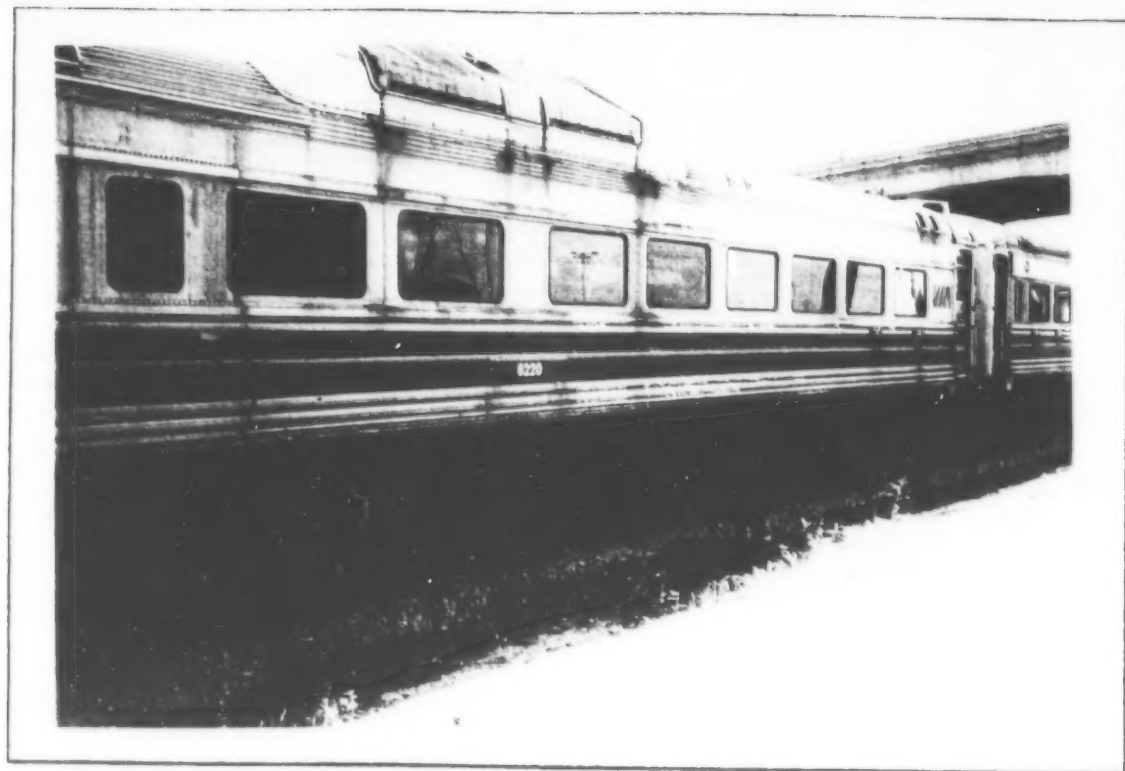
POWER PACKAGE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Engines / Transmission	X				X		2 CUMMINS TO BENCH OVERHAUL.
Engine Pans	X					X	DAMAGED TO RENEW.
Spicer Shafts	X				X		TO QUALIFY AND REPAIR.
Air Compressor	X				X		TO BENCH OVERHAUL.
Fuel Tank				X			TO FLUSH AND SERVICE.
Exhaust System	X			X			
Brake Control Valves	X			X			DUE PERIODIC MAINTENANCE.
Event Recorder		X					TO TEST AND SERVICE.
Bells / Horns	X			X			TO TEST AND SERVICE.
Radiators	X					X	EVIDENCE OF LEAKS.

OTHERS				
WHEEL DATA	L1 - 2 ¼ IN.	L2 - 1 ¾ IN.	L3 - 1 ¾ IN.	L4 - 1 ¾ IN.
	R1 - _____	R2 - _____	R3 - _____	R4 - _____

Inspected By:

(Signature)

(Date)



PASSENGER CAR / CONDITION ASSESSMENT

Car Number: **VIA 6221**Type: **RDC2**Inspected by: **R. BORDUAS**Date: **AUGUST 13, 1999**Location: **MONTREAL**Year Built: **1950 - 1957**Mileage: **UNKNOWN**Last Major Shopping: **UNKNOWN**

CLASSIFICATION:

1- Serviceable as is
(0-50 hours)2- Requires light intervention
(51-400 hours)

3-Unserviceable

APPRAISAL: 1 2 3 4 5 6 7 8 9 10

GENERAL COMMENTS:

UNDERFRAME	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Center Sill	X			X			
Side Sills	X			X			
End Sills	X			X			
Cross Bearers	X			X			
Needle Beams	X			X			
Couplers & Gears	X			X			"F" TYPE WAUGHMAT GEARS.
Buffers / Stems	X			X			
Pilots	X					X	ADVANCE CORRISION A-END.
STRUCTURE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Side Sheating and Posts	X					X	HORIZONTAL DISTORTION, PIER PANELS, FLUTING AND CAPS A-END.
Roof	X					X	PATCHED, EVIDENCE OF LEAKS.
Vestibule Doors	X				X		RUBBING.
Vestibule Steps	X					X	DAMAGED A-END.
Trap Doors	X				X		BENDING A+B.
Diaphragms & Canvas	X				X		CANVAS PERISHED AND TORN.
Platform	X			X			

TRUCKS	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
4-Wheels I.S.H. Built up	X				X		MILEAGE WEAR (40%).
Wheel Slip Devices	X			X			DECELOSTAT, TO TEST AND SERVICE.
Springs	X			X			
Wheels	X			X			34 IN.. DIAMETER WHEELS, 5½x10 BEARINGS.
AIR BRAKES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
D-22, 26L systems	X				X		
Control Valves	X				X		DUE C.O.T.S.
Reservoirs	X				X		TO FLUSH AND TEST.
Hand Brakes	X				X		DUE PERIODIC TESTS.
HEATING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Engine Coolant							
Floor Heat Coils	X			X			TO TEST AND SERVICE.
Overhead Coils	X			X			TO TEST AND SERVICE.
AIR CONDITIONING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Freon 12 System	X						ENVIRONMENT ISSUE, CONSIDER CONVERSION FRIGIDAIRE SYSTEM.
Condenser	X			X			TO BLOW AND TEST.
Evaporator	X			X			TO WASH AND TEST.
Compressor	X			X			TO BENCH OVERHAUL.
ELECTRIC	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
110/220 Volts DC						X	ORIGINAL WIRING.
DC Generator	X			X			2X 15 kw TO BENCH OVERHAUL.
Batteries		X					REMOVED.
Control Panel	X			X			TO TEST AND SERVICE.
Lighting	X			X			TO TEST AND SERVICE.
Main Blower Fans	X			X			TO BENCH OVERHAUL.

ELECTRIC Con't	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Exhaust Fans	X			X			TO TEST AND SERVICE.
Refrigeration							N/A.
Microwave							N/A.
Inverter / Alternator							N/A.
Appliances							N/A.
WATER SANITATION	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Water Tank & Casing	X			X			TO FLUSH, TEST AND STERILIZE.
Plumbing	X			X			TO TEST AND SERVICE.
Toilets	X			X			TO TEST AND SERVICE.
Basins	X			X			TO TEST AND SERVICE.
COSMETICS / AMENITIES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Exterior Paint	X					X	CHIPPED AND FADED.
Seats	X			X			60 WAKEFIELD, NO TRAYS.
Upholstery	X				X		DUSTY TO CLEAN.
Carpets	X				X		DUSTY TO CLEAN.
Interior Finish	X				X		WALL COVERING PEELING OUT..
Sashes	X					X	LEAKING.
End Door and Locks	X			X			
Washroom Doors and Locks	X			X			
Window Blinds	X			X			

POWER PACKAGE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Engines / Transmission	X				X		2 CUMMINS TO BENCH OVERHAUL.
Engine Pans		X			X		2 TO R.I.P. - MISSING NO. 2.
Spicer Shafts					X		TO QUALIFY AND REPAIR.
Air Compressor					X		TO BENCH OVERHAUL.
Fuel Tank	X			X			TO FLUSH AND SERVICE.
Exhaust System	X			X			
Brake Control Valves	X			X			DUE PERIODIC MAINTENANCE.
Event Recorder	X			X			TO TEST AND SERVICE.
Bells / Horns	X			X			TO TEST AND SERVICE.
Radiator	X			X			

OTHERS				
WHEEL DATA	L1 - 2½ IN.	L2 - 2 ¼ IN.	L3 - 2 ½ IN.	L4 - 2 ½ IN.
	R1 - _____	R2 - _____	R3 - _____	R4 - _____

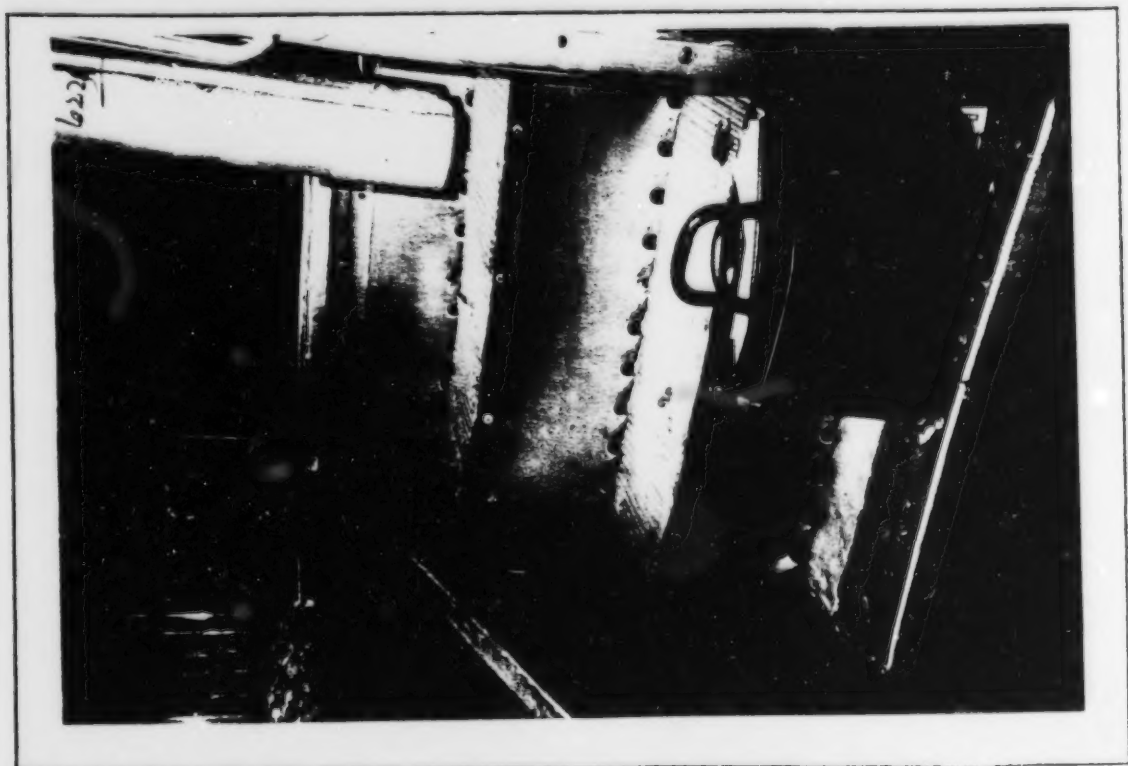
Inspected By:

(Signature)

(Date)



6221





6221





PASSENGER CAR / CONDITION ASSESSMENT

Car Number: **VIA 6222** Type: **RDC2** Inspected by: **R. BORDUAS**

Date: **AUGUST 13, 1999** Location: **MONTREAL**

Year Built: **1950 - 1957** Mileage: **UNKNOWN**

Last Major Shopping: **UNKNOWN**

CLASSIFICATION: 1- Serviceable as is (0-50 hours) 2- Requires light intervention (51-400 hours) 3-Unserviceable

APPRAISAL: 1 2 3 4 5 6 7 8 9 10

GENERAL COMMENTS:

UNDERFRAME	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Center Sill	X			X			
Side Sills	X			X			SIDE SILL CAP DENTED - 6 FT, L-SIDE
End Sills	X			X			
Cross Bearers	X			X			
Needle Beams	X			X			
Couplers & Gears	X			X			"F" TYPE WAUGHMAT GEARS.
Buffers / Stems	X			X			
Pilots	X			X			
STRUCTURE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Side Sheating and Posts						X	HORIZONTAL DISTORTION PIER PANELS, FLUTING AND CAPS, A-END.
Roof	X					X	PATCHED, EVIDENCE OF LEAKS.
Vestibule Doors	X				X		
Vestibule Steps	X			X			
Trap Doors	X				X		BENDING.
Diaphragms & Canvas	X				X		CANVAS TORN.
Platform	X			X			

TRUCKS	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
4-Wheels I.S.H.	X				X		MILEAGE WEAR (40%).
Wheel Slip Devices	X			X			DECELOSTAT TO TEST AND SERVICE.
Springs				X			
Wheels				X			34 IN.. DIAMETER WHEELS, 5½x10 BEARINGS.
AIR BRAKES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
D-22, 26L systems	X						
Control Valves	X						DUE C.O.T.S.
Reservoirs	X						TO FLUSH AND TEST.
Hand Brakes	X						DUE PERIODIC TESTS.
HEATING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Engine Coolant	X						
Floor Heat Coils	X			X			TO TEST AND SERVICE.
Overhead Coils	X			X			TO TEST AND SERVICE.
AIR CONDITIONING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Freon 12 System				X			ENVIRONMENT ISSUE, CONSIDER CONVERSION FRIGIDAIRE SYSTEM.
Condenser				X			TO BLOW AND TEST.
Evaporator				X			TO WASH AND TEST.
Compressor				X			TO BENCH OVERHAUL.
ELECTRIC	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
110/220 Volts DC						X	ORIGINAL WIRING.
DC Generator	X			X			2X 10 kw TO BENCH OVERHAUL.
Batteries		X					REMOVED.
Control Panel	X			X			TO TEST AND SERVICE.
Lighting	X			X			TO TEST AND SERVICE.
Main Blower Fans	X			X			TO BENCH OVERHAUL.

ELECTRIC Con't	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Exhaust Fans	X			X			TO TEST AND SERVICE.
Refrigeration							N/A
Microwave							N/A
Inverter / Alternator							N/A
Appliances							N/A
WATER SANITATION	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Water Tank & Casing	X			X			TO FLUSH TEST AND STERILIZE.
Plumbing	X			X			TO TEST AND SERVICE.
Toilets	X			X			TO TEST AND SERVICE.
Basins	X			X			TO TEST AND SERVICE.
COSMETICS / AMENITIES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Exterior Paint					X		FADED.
Seats	X			X			60 SLEEPY HOLLOW, NO TRAYS.
Upholstery	X				X		DUSTY TO CLEAN.
Carpets	X					X	MILDEWED.
Interior Finish	X				X		
Sashes	X					X	LEAKING.
End Door and Locks	X			X			
Washroom Doors and Locks	X			X			
Window Blinds	X			X			

POWER PACKAGE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Engines / Transmission	X				X		2 CUMMINS TO BENCH OVERHAUL.
Engine Pans					X		2 TO R.I.P.
Spicer Shafts					X		TO QUALIFY AND REPAIR.
Air Compressor					X		TO BENCH OVERHAUL.
Fuel Tank	X			X			TO FLUSH AND SERVICE.
Exhaust System	X			X			
Brake Control Valves	X			X			DUE PERIODIC MAINTENANCE.
Event Recorder	X			X			TO TEST AND SERVICE.
Bells / Horns	X			X			TO TEST AND SERVICE.
Radiator	X			X			EVIDENCE OF ANTIFREEZE LEAKS.

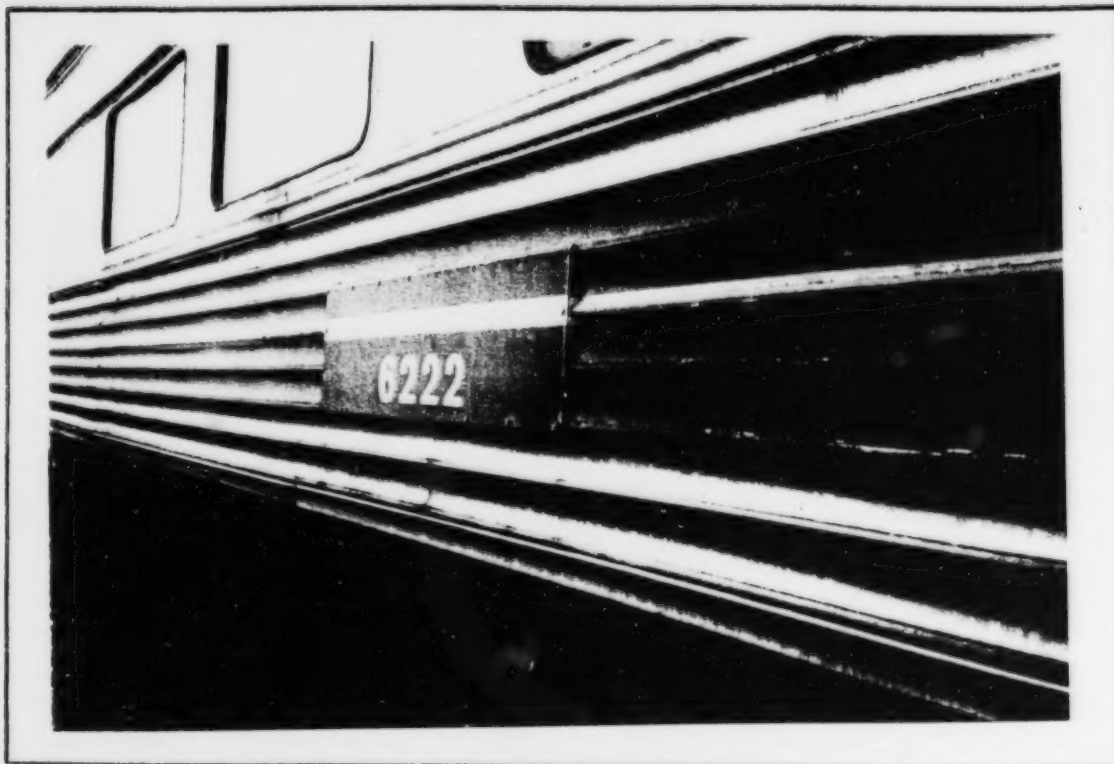
OTHERS

WHEEL DATA	L1 - ?.	L2 - ?	L3 - 1 ¼ IN.	L4 - 1 ¼ IN.
	R1 - _____	R2 - _____	R3 - _____	R4 - _____

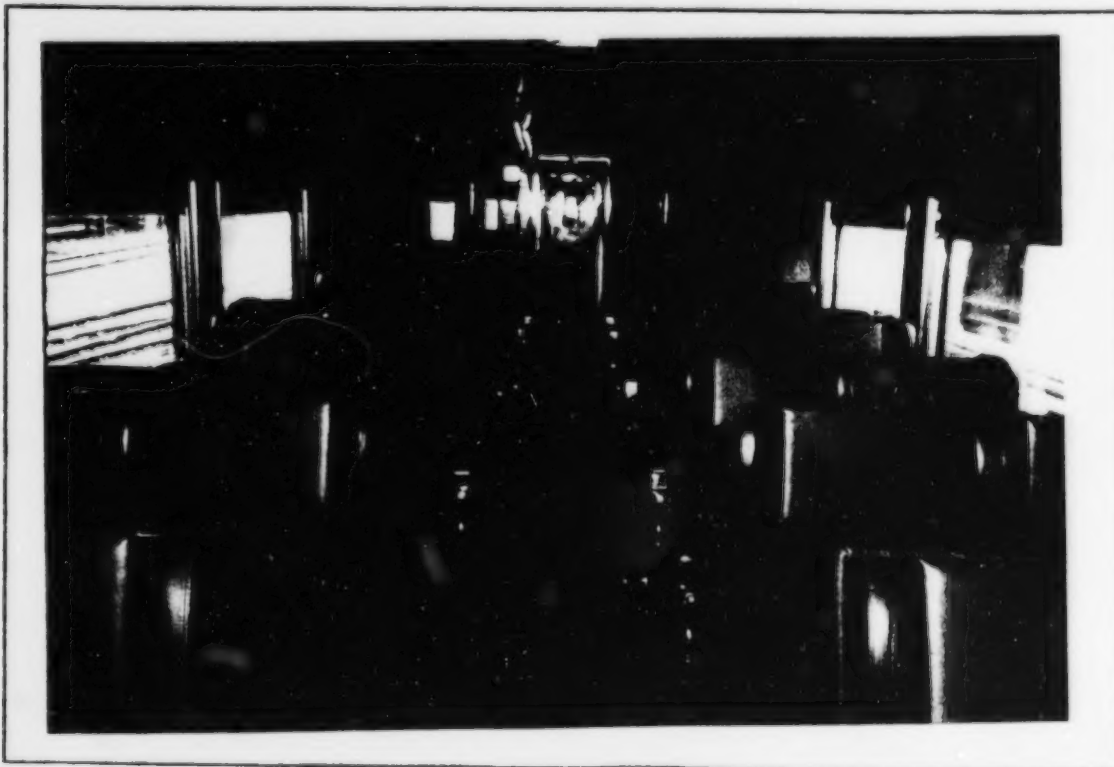
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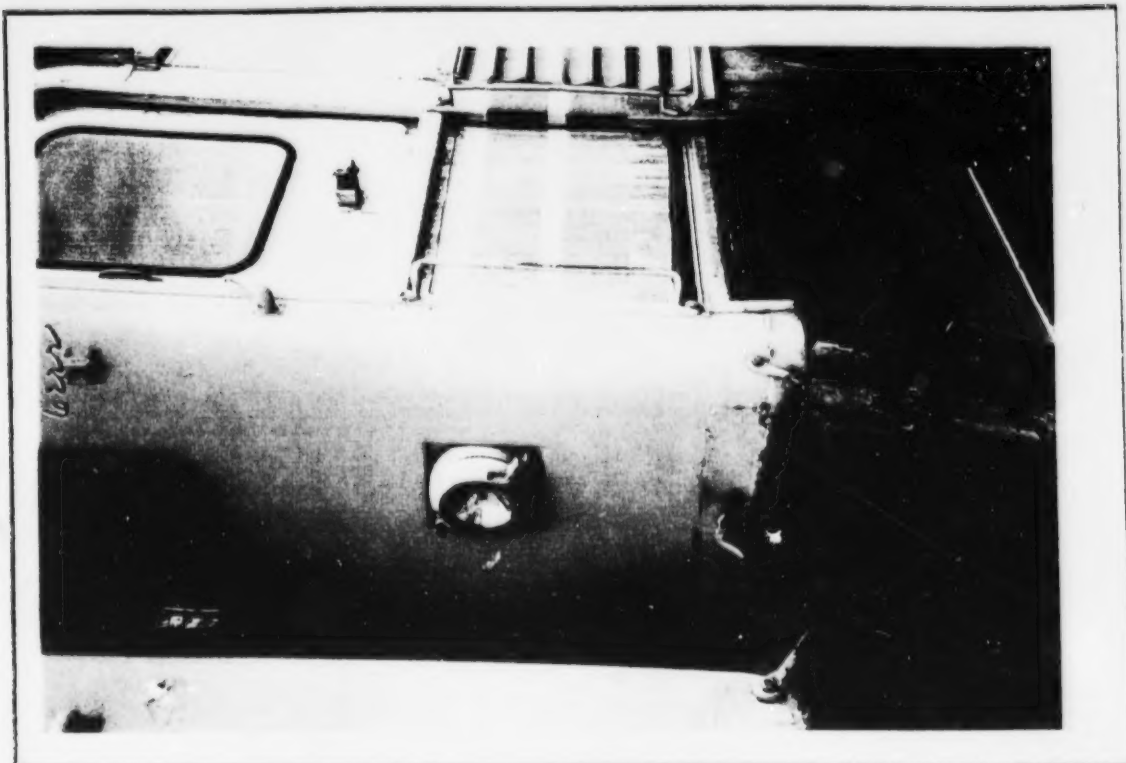
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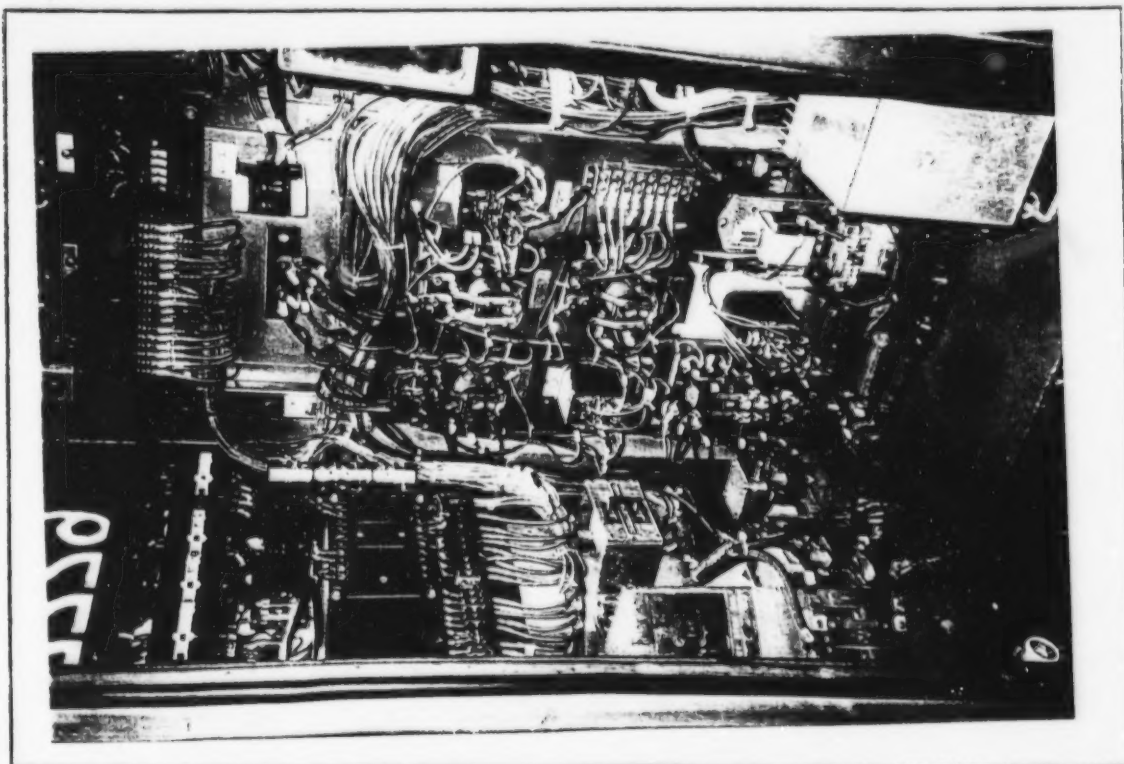


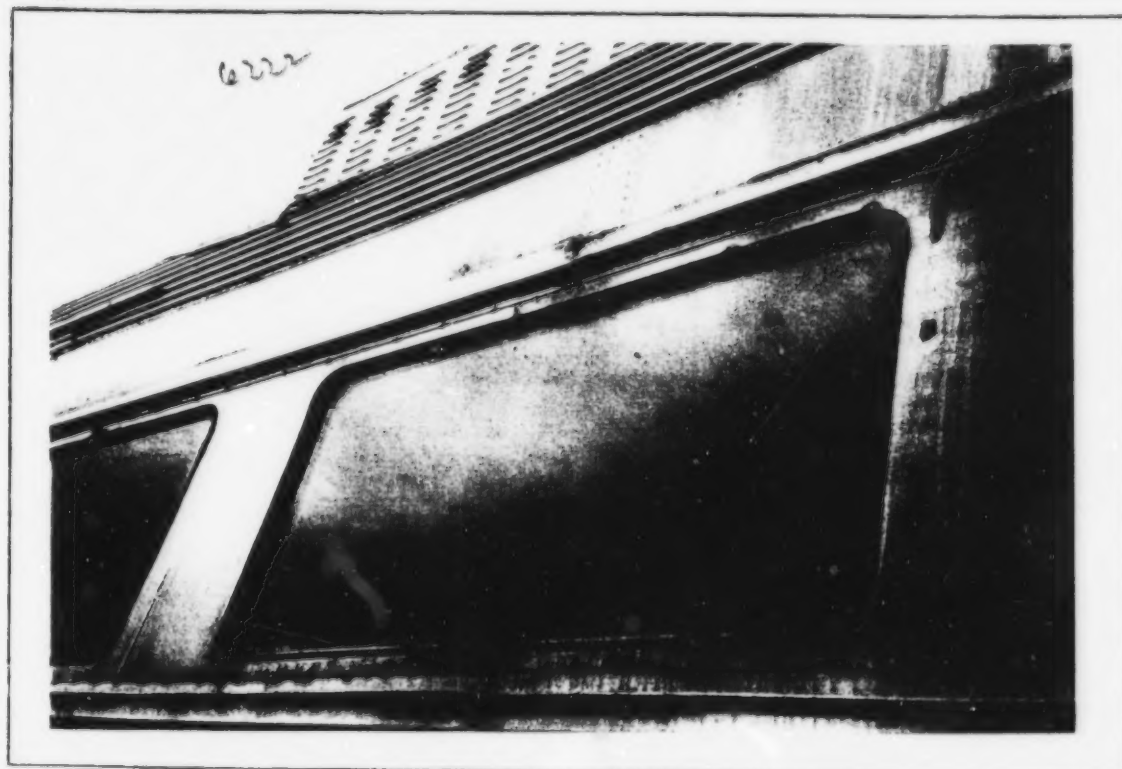
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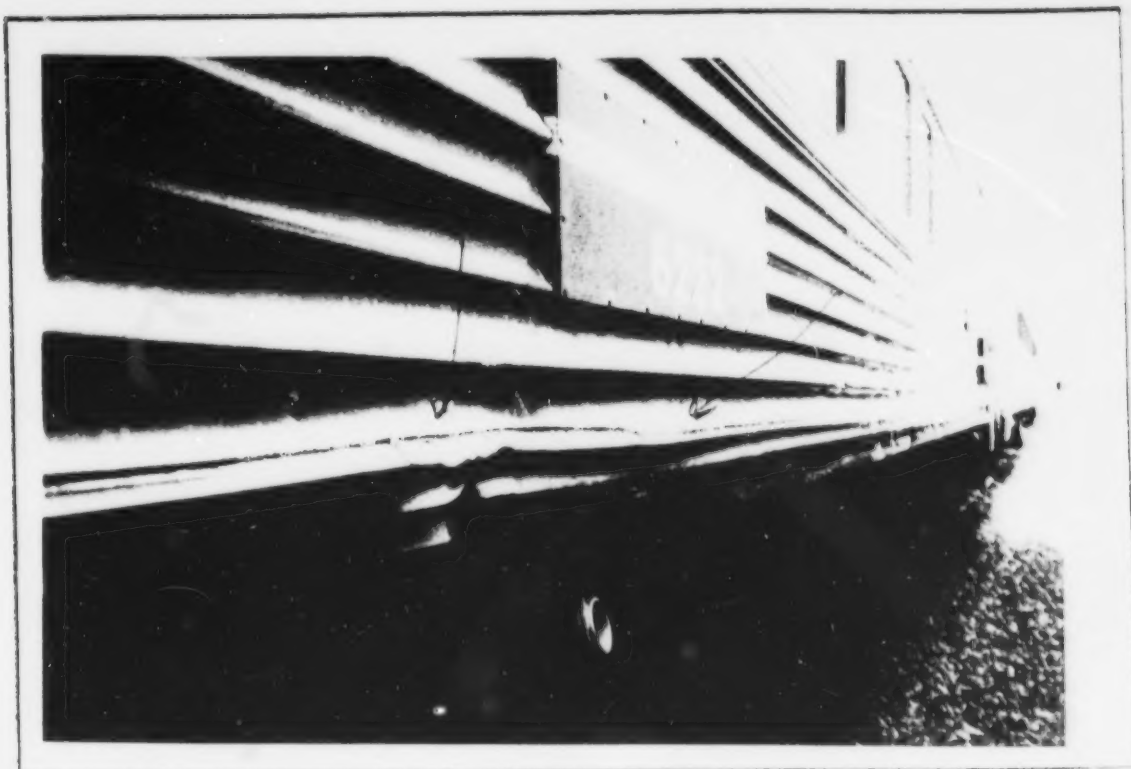




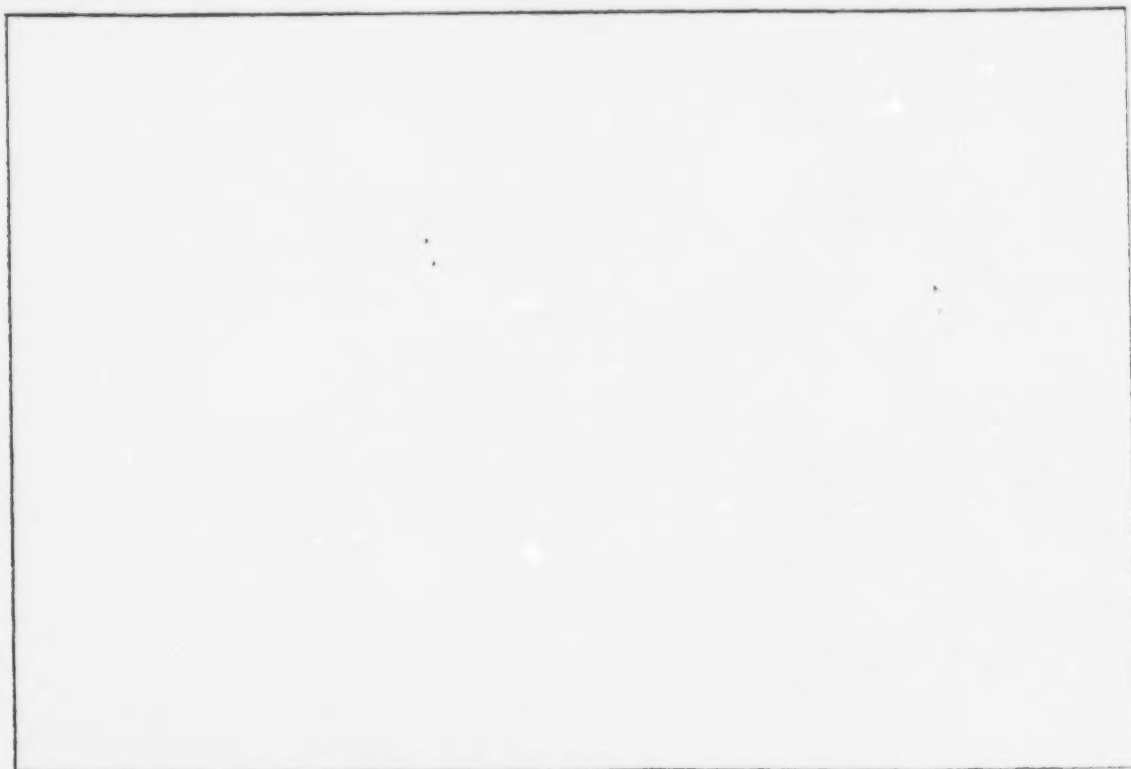
6222







6222



PASSENGER CAR / CONDITION ASSESSMENT

Car Number: **VIA 6223** Type: **RDC2** Inspected by: **R. BORDUAS**

Date: **AUGUST 19, 1999** Location: **TORONTO**

Year Built: **1950 - 1957** Mileage: **UNKNOWN**

Last Major Shopping: **UNKNOWN**

CLASSIFICATION: 1- Serviceable as is (0-50 hours) 2- Requires light intervention (51-400 hours) 3-Unserviceable

APPRAISAL: 1 2 3 4 5 6 7 8 9 10

GENERAL COMMENTS:

UNDERFRAME	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Center Sill	X			X			
Side Sills	X			X			
End Sills	X			X			
Cross Bearers	X			X			
Needle Beams	X			X			
Couplers & Gears	X			X			"F" TYPE RUBBER GEARS
Buffers / Stems	X			X			
STRUCTURE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Side Sheating and Posts	X					X	PIER PANELS - BELT RAILS - LETTER BOARD HORIZONTAL DISTORTION - POOR JOINTS
Roof	X			X			
Vestibule Doors	X			X			
Vestibule Steps	X			X			
Trap Doors	X				X		BENDING TO ADJUST
Diaphragms & Canvas	X				X		CANVAS TORN
Platform	X			X			

TRUCKS	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
4-Wheels I.S.H.	X			X			LOW MILEAGE WEAR 25%
Wheel slip device	X			X			DECELOSTAT - TO TEST AND SERVICE
Springs	X			X			
Wheels	X			X			5 ½ X 10 BEARINGS 34 IN. DIA. WHEELS
AIR BRAKES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
D-22, 26L systems	X			X			
Control Valves	X			X			DUE C.O.T.S.
Reservoirs	X			X			TO FLUSH AND TEST
Hand Brakes	X			X			DUE PERIODIC TEST
HEATING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Engine Coolant	X						
Floor Heat Coils	X			X			TO TEST AND SERVICE
Overhead Coils	X			X			TO TEST AND SERVICE
AIR CONDITIONING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Freon 12 System	X			X			ENVIRONMENT ISSUE - CONSIDER CONVERSION - FRIGIDAIRE SYSTEM
Condenser	X			X			TO BLOW AND TEST
Evaporator	X			X			TO WASH AND TEST
Compressor	X			X			TO BENCH OVERHAUL
ELECTRIC	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
110/220 Volts DC	X				X		OLD WIRING - SECTIONS REPAIRED
DC Generator	X			X			2 X 10 kW TO BENCH OVERHAUL
Batteries		X					REMOVED
Control Panel	X			X			TO TEST AND SERVICE
Lighting	X			X			TO TEST AND SERVICE
Main Blower Fans	X			X			TO BENCH OVERHAUL

ELECTRIC Con't	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Exhaust Fans	X			X			
Refrigeration							N/A
Microwave							N/A
Inverter / Alternator							N/A
Appliances							N/A
WATER SANITATION	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Water Tank & Casing	X			X			TO FLUSH, TEST, STERILIZE
Plumbing	X			X			TO TEST AND SERVICE
Toilets	X			X			TO TEST AND SERVICE
Basins	X			X			TO TEST AND SERVICE
COSMETICS / AMENITIES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Exterior Paint						X	FADED / CHIPPED
Seats	X			X			56 SLEEPY HOLLOW / NO TRAYS
Upholstery					X		TO CLEAN
Carpets					X		TO CLEAN
Interior Finish	X			X			REQUIRES LIGHT INTERVENTION
Sashes	X				X		LEAKING OF A-END
End Door and Locks	X			X			
Washroom Doors and Locks	X			X			
Window Blinds	X			X			

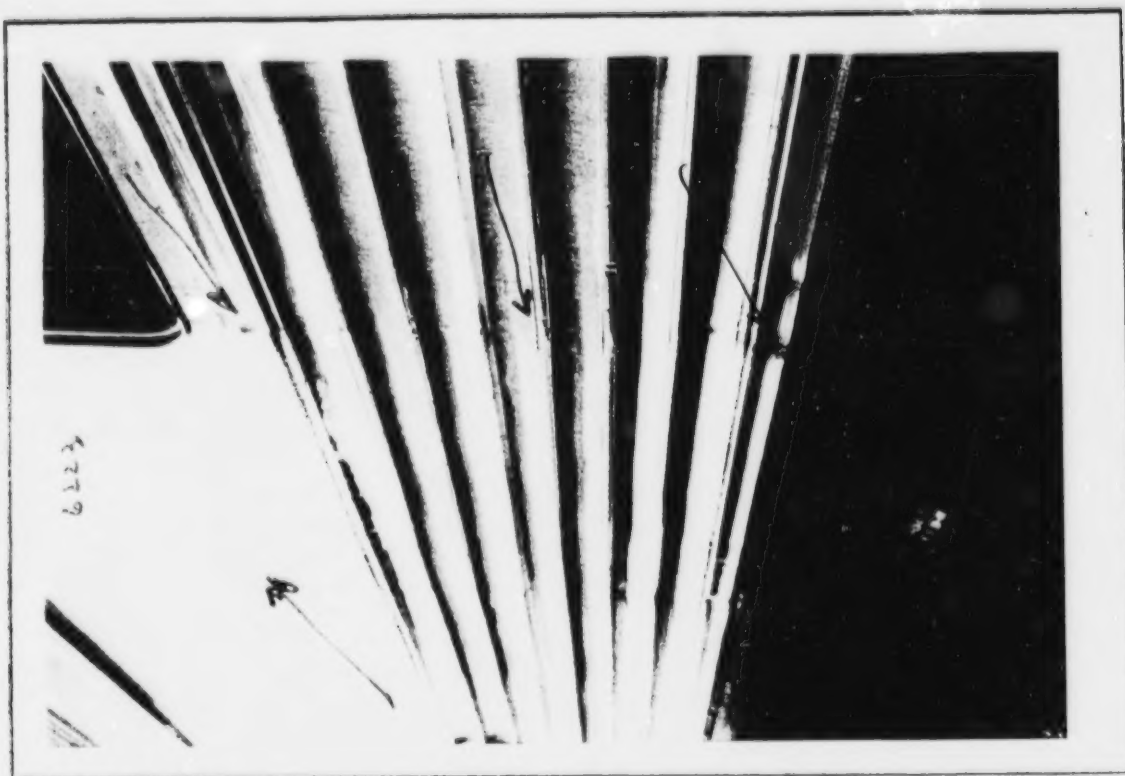
POWER PACKAGE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Engines / Transmission	X				X		2 CUMMINS TO BENCH OVERHAUL
Engine Pans	X				X		2 TO R.I.P.
Spicer Shafts	X				X		TO QUALIFY AND REPAIR
Air Compressor	X				X		TO BENCH OVERHAUL
Fuel Tank	X			X			TO FLUSH AND SERVICE
Exhaust System	X			X			
Brake Control Valves	X						DUE PERIODIC MAINTENANCE
Event Recorder	X						MISSING
Bells / Horns	X			X			TO TEST AND SERVICE
Radiators	X					X	EVIDENCE OF LEAKS

OTHERS				
WHEEL DATA	L1 - 2 ½ IN.	L2 - 1 ¾ IN.	L3 - 2 ½ IN.	L4 - 2 ½ IN.
	R1 - _____	R2 - _____	R3 - _____	R4 - _____

Inspected By:

(Signature)

(Date)





PASSENGER CAR / CONDITION ASSESSMENT

Car Number: **VIA 6224** Type: **RDC2** Inspected by: **R. BORDUAS**Date: **AUGUST 18, 1999** Location: **TORONTO**Year Built: **1950 - 1957** Mileage: **UNKNOWN**Last Major Shopping: **UNKNOWN**CLASSIFICATION: 1- Serviceable as is (0-50 hours) 2- Requires light intervention (51-400 hours) **3-Unserviceable**APPRAISAL: 1 **(2)** 3 4 5 6 7 8 9 10

GENERAL COMMENTS:

UNDERFRAME	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Center Sill				X			
Side Sills						X	SAGGING, NEGATIVE CAMBER.
End Sills				X			
Cross Bearers				X			
Needle Beams				X			
Couplers & Gears				X			"F" TYPE RUBBER GEARS.
Buffers / Stems				X			
Pilots				X			
STRUCTURE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Side Sheating and Posts	X					X	LETTER BOARDS, PIER PANEL, FLUTING AND CAPS HORIZONTAL DISTORTIONS AND POOR JOINTS.
Roof	X					X	LEAKING THROUGHOUT CAR.
Vestibule Doors	X				X		BINDING TO ADJUST.
Vestibule Steps	X				X		LOOSE TREADS (RUBBER).
Trap Doors	X					X	BINDING, TWISTED.
Diaphragms & Canvas	X				X		MISSING A-END. CANVAS TORN B-END.
Platform	X				X		RUBBER LOOSE PERISHED.

TRUCKS	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
4-Wheels I.S.H. Built up	X					X	HIGH MILEAGE WEAR.
Wheel Slip Devices	X			X			DECELOSTAT, TO TEST AND SERVICE.
Springs	X			X			
Wheels	X			X			34 IN.. DIAMETER WHEELS, 5½x10 BEARINGS.
AIR BRAKES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
D-22, 26L systems	X						
Control Valves	X				X		DUE C.O.T.S.
Reservoirs	X				X		TO FLUSH AND TEST.
Hand Brakes	X				X		DUE PERIODIC MAINTENANCE.
HEATING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Engine Coolant							
Floor Heat Coils	X			X			TO TEST AND SERVICE.
Overhead Coils	X			X			TO TEST AND SERVICE.
AIR CONDITIONING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Freon 12 System	X						ENVIRONMENT ISSUE, CONSIDER CONVERSION FRIGIDAIRE SYSTEM.
Condenser				X			TO CLEAN AND SERVICE.
Evaporator				X			TO CLEAN AND SERVICE.
Compressor				X			TO BENCH OVERHAUL.
ELECTRIC	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
110/220 Volts DC	X					X	ORIGINAL WIRING PERISHED.
DC Generator	X			X			2X 10 kw TO BENCH OVERHAUL.
Batteries		X					REMOVED.
Control Panel	X			X			OLD STYLE, TO TEST AND SERVICE.
Lighting	X			X			TO TEST AND SERVICE.
Main Blower Fans	X			X			TO BENCH OVERHAUL.

ELECTRIC Con't	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Exhaust Fans	X			X			TO TEST AND SERVICE.
Refrigeration							N/A
Microwave							N/A
Inverter / Alternator							N/A
Appliances							N/A.
WATER SANITATION	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Water Tank & Casing	X			X			TO FLUSH, TEST AND STERILIZE.
Plumbing	X			X			TO TEST AND SERVICE.
Toilets	X			X			TO TEST AND SERVICE.
Basins	X			X			TO TEST AND SERVICE.
COSMETICS / AMENITIES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Exterior Paint						X	FADED, CHIPPED AND PEELING OFF.
Seats		X	X			X	58 SEATS, WAKEFIELD.
Upholstery		X	X			X	WORN, SLASHED.
Carpets	X				X		DIRTY TO CLEAN.
Interior Finish	X					X	CEILING PANELS LOOSE, MOULDINGS LOOSE, WINDOW SILLS, CARPETS DETERIORATED.
Sashes	X					X	LEAKING, CONDENSATED.
End Door and Locks	X			X			
Washroom Doors and Locks	X			X			
Window Blinds	X				X		STAINED TO CLEAN.

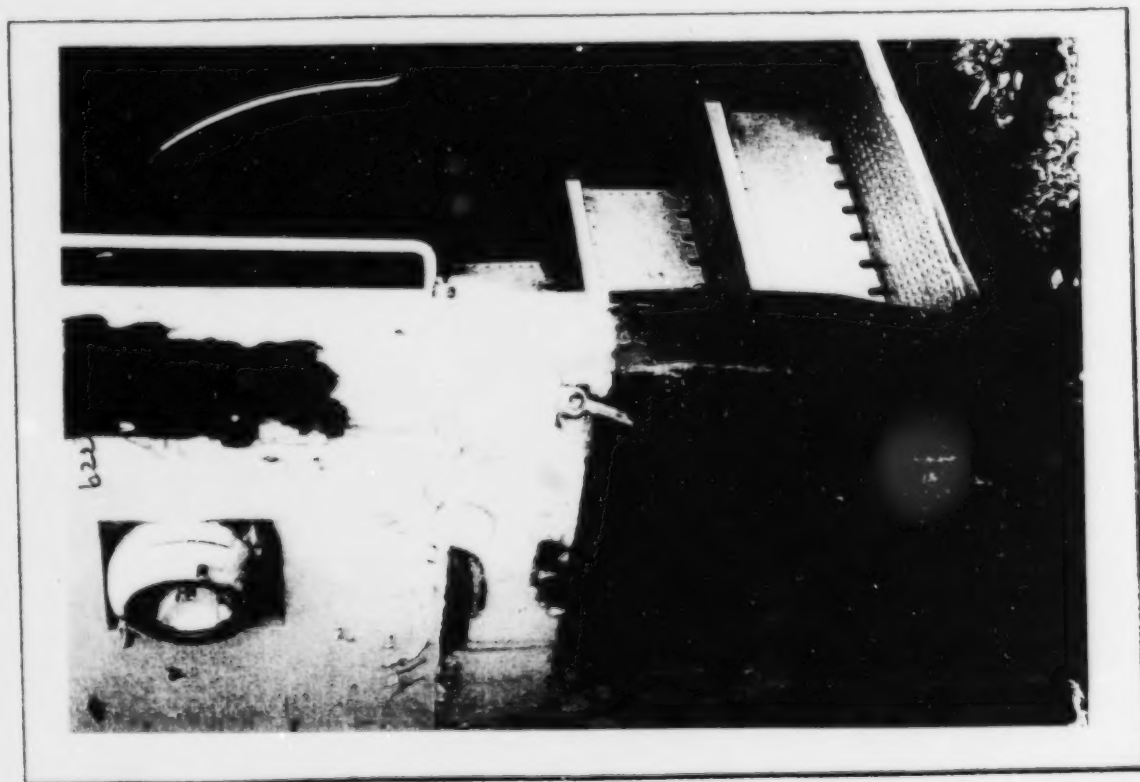
POWER PACKAGE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Engines / Transmission	X				X		2 CUMMINS, TO BENCH OVERHAUL.
Engine Pans	X					X	TO REBUILD, DAMAGED.
Spicer Shafts	X				X		TO QUALIFY AND SERVICE.
Air Compressor	X				X		TO BENCH OVERHAUL.
Fuel Tank	X			X			TO FLUSH AND SERVICE.
Exhaust System	X			X			
Brake Control Valves	X			X			DUE PERIODIC MAINTENANCE.
Event Recorder	X			X			TO TEST.
Bells / Horns	X			X			TO TEST AND SERVICE.
Radiators	X					X	EVIDENCE OF LEAKS.

OTHERS				
WHEEL DATA	L1 - 2 ½ IN.	L2 - 1 ¾ IN.	L3 - 1 ⅜ IN.	L4 - 1 ⅜ IN.
	R1 - _____	R2 - _____	R3 - _____	R4 - _____

Inspected By:

(Signature)

(Date)



PASSENGER CAR / CONDITION ASSESSMENT

Car Number: **VIA 6225** Type: **RDC2 Snack** Inspected by: **R. BORDUAS**Date: **AUGUST 13, 1999** Location: **MONTREAL**Year Built: **1950 - 1957** Mileage: **UNKNOWN**Last Major Shopping: **UNKNOWN**

CLASSIFICATION: 1- Serviceable as is (0-50 hours) 2- Requires light intervention (51-400 hours) 3-Unserviceable

APPRAISAL: 1 2 3 4 5 6 7 8 9 10

GENERAL COMMENTS:

UNDERFRAME	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Center Sill	X			X			
Side Sills	X			X			
End Sills	X			X			
Cross Bearers	X			X			
Needle Beams	X			X			
Couplers & Gears	X			X			"F" TYPE WAUGHMAT GEARS.
Buffers / Stems	X			X			
STRUCTURE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Side Sheating and Posts	X				X		A-END FLUTING AND CAPS DESTORTION.
Roof	X			X			
Vestibule Doors	X				X		RUBBING ON FLOOR TO ADJUST.
Vestibule Steps	X			X			
Trap Doors	X				X		TO ADJUST.
Diaphragms & Canvas	X				X		ONE END ONLY. CANVAS TORN.
Platform	X			X			

TRUCKS	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
4-Wheels I.S.H.	X				X		MILEAGE WEAR.
Castings	X			X			
Springs	X			X			DOUBLE COILS.
Wheels	X			X			5½x10 CONVENTIONAL BEARINGS, 34" WHEELS DIAMETER.
AIR BRAKES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
D-22, 26L systems	X			X			
Control Valves	X						DUE C.O.T.S.
Reservoirs	X						TO CLEAN AND TEST.
Hand Brakes	X						DUE PERIODIC TESTS.
HEATING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Engine Coolant	X						
Floor Heat Coils	X			X			TO FLUSH TEST AND SERVICE.
Overhead Coils	X			X			TO FLUSH TEST AND SERVICE.
AIR CONDITIONING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Freon 12 System	X					X	ENVIRONMENT ISSUE. CONSIDER CONVERSION.
Condenser	X			X			TO CLEAN AND TEST.
Evaporator	X			X			TO CLEAN AND TEST.
Compressor	X			X			TO BENCH OVERHAUL.
ELECTRIC	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
110/220 Volts DC	X			X			NEW WIRING.
DC Generator	X			X			2X 18 kw TO BENCH OVERHAUL.
Batteries		X					REMOVED.
Control Panel	X			X			TO TEST AND SERVICE.
Lighting			X			X	FIXTURES BROKEN.
Main Blower Fans	X			X			TO BENCH OVERHAUL.

ELECTRIC Con't	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Exhaust Fans	X			X			TO TEST AND SERVICE.
Refrigeration	X				X		1 FOSTER, TO TEST AND SERVICE.
Microwave		X					REMOVED.
Inverter / Alternator	X			X			TO TEST AND SERVICE.
Appliances							N/A
WATER SANITATION	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Water Tank & Casing	X			X			TO FLUSH TEST AND STERILIZE.
Plumbing	X			X			TO TEST AND SERVICE.
Toilets	X			X			TO TEST AND SERVICE.
Basins	X			X			TO TEST AND SERVICE.
COSMETICS / AMENITIES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Exterior Paint						X	VIA BLUE & YELLOW, FADED.
Seats	X			X			52 WAKEFIELD.
Upholstery	X				X		DUSTY TO CLEAN.
Carpets	X				X		TO CLEAN.
Interior Finish					X		NEEDS COSMETIC ATTENTION.
Sashes			X				ALL BROKEN.
End Door and Locks	X			X			
Washroom Doors and Locks	X			X			
Window Blinds	X		X		X		4 SLASHED.

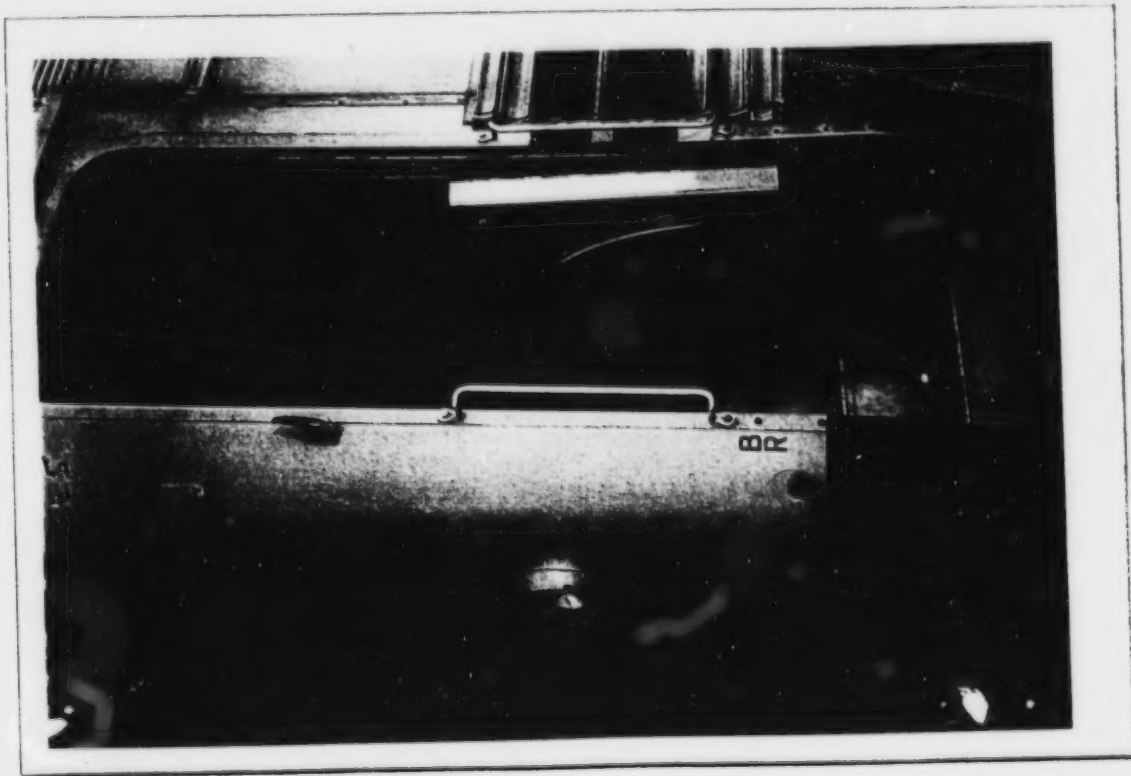
POWER PACKAGE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Engines / Transmission	X				X		TO BENCH OVERHAUL.
Engine Pans	X				X		TO ADJUST.
Spicer Shafts	X				X		TO BENCH OVERHAUL.
Air Compressor	X				X		TO BENCH OVERHAUL.
Fuel Tank	X			X			TO FLUSH TEST AND SERVICE.
Exhaust System	X			X			TO TEST AND SERVICE.
Brake Control Valves		X					MISSING.
Event Recorder		X					MISSING.
Bells / Horns	X			X			TO TEST AND SERVICE.

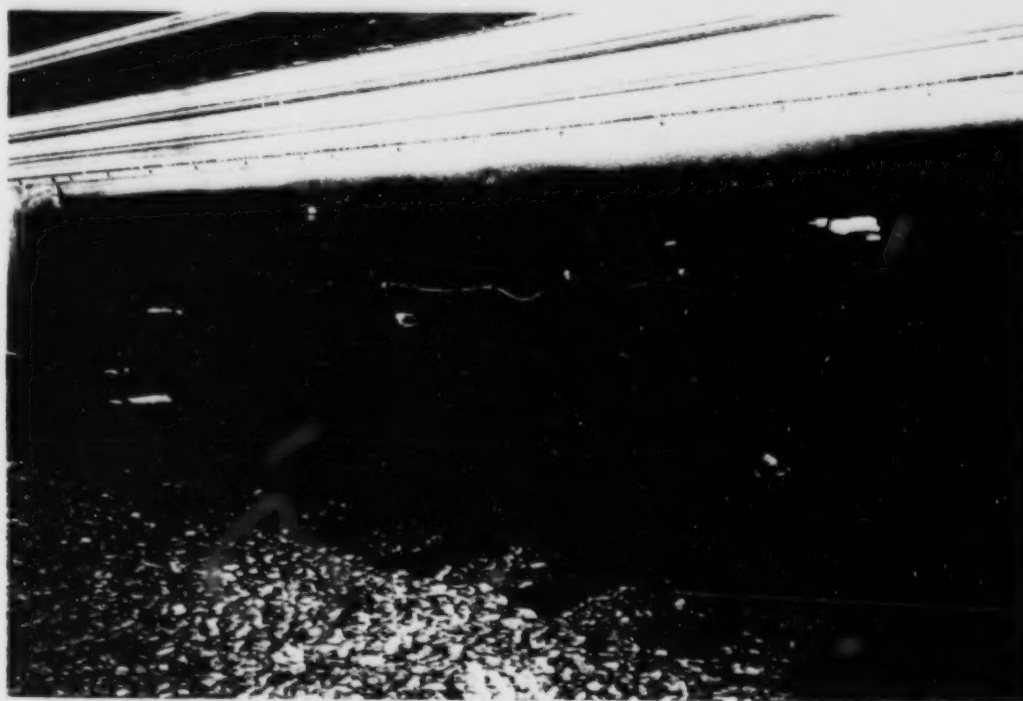
OTHERS				
WHEEL DATA	L1 - 2 IN.	L2 - 2½ IN.	L3 - 1 5/8 IN.	L4 - 2 IN.
	R1 - _____	R2 - _____	R3 - _____	R4 - _____

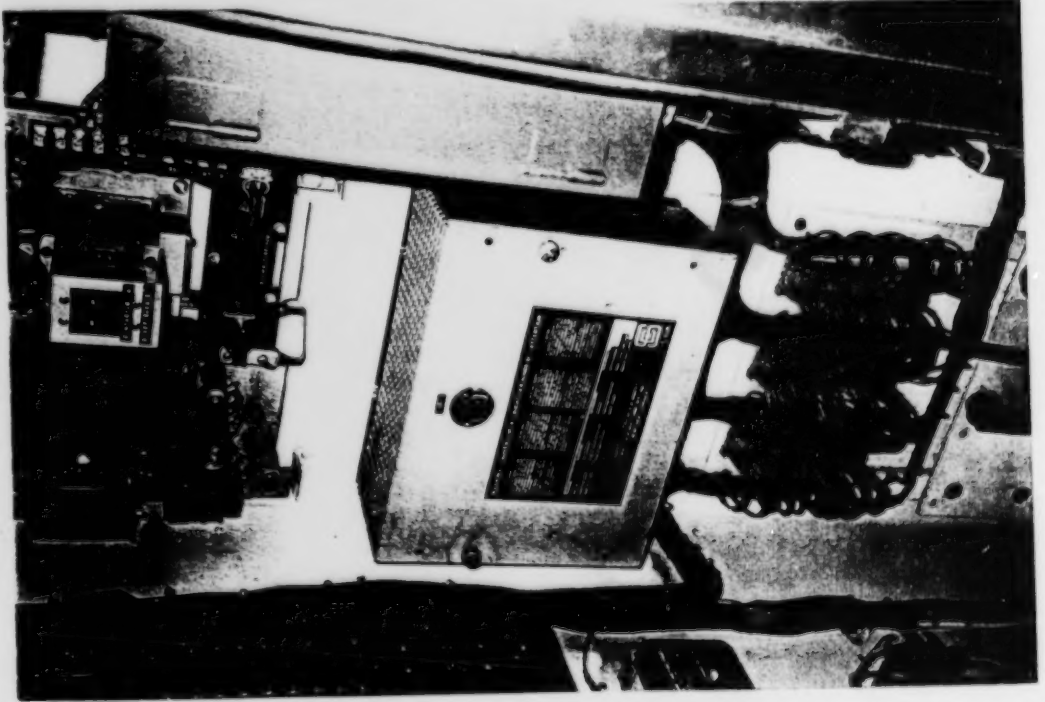
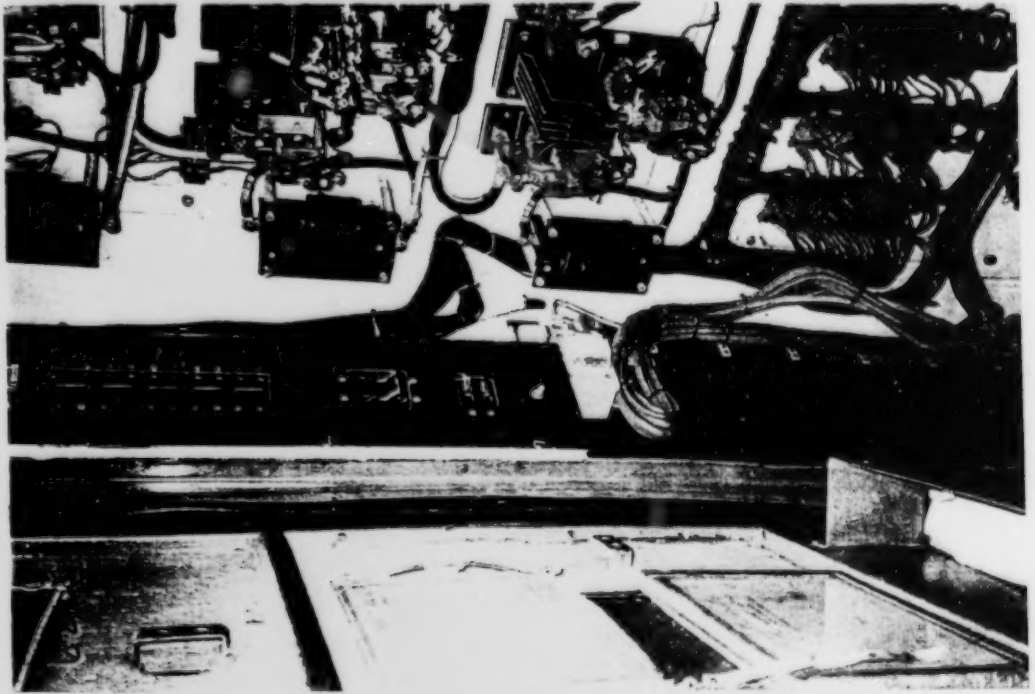
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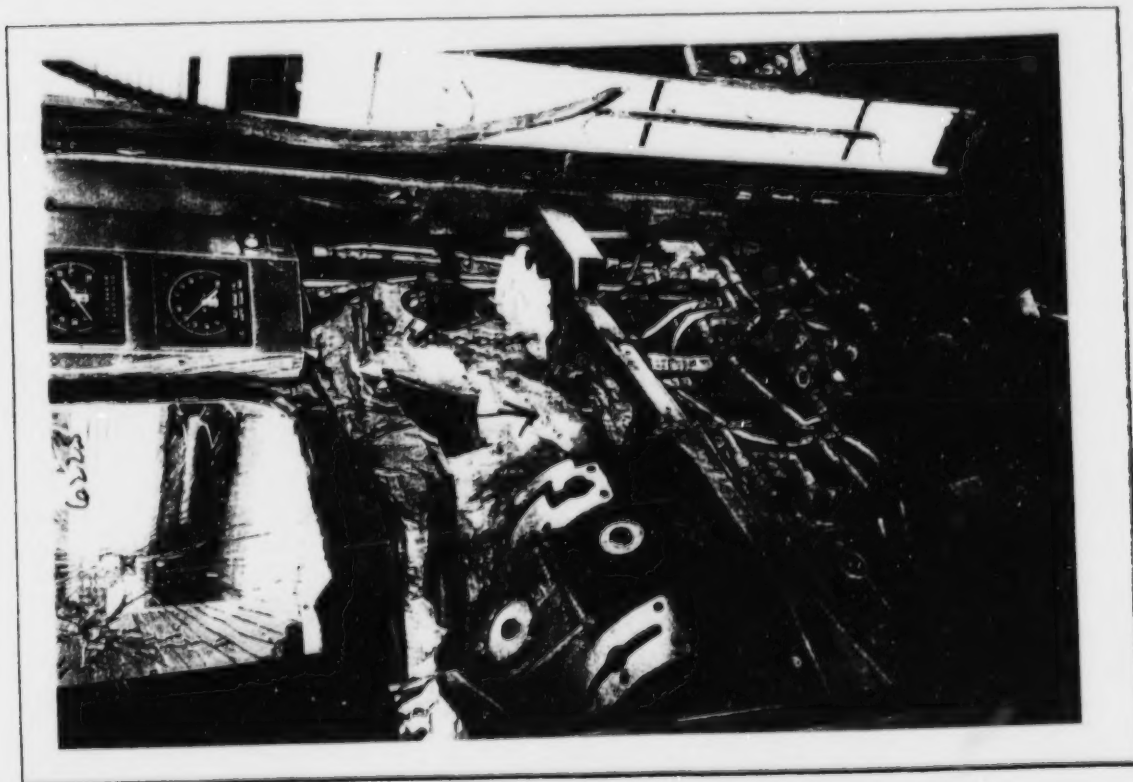
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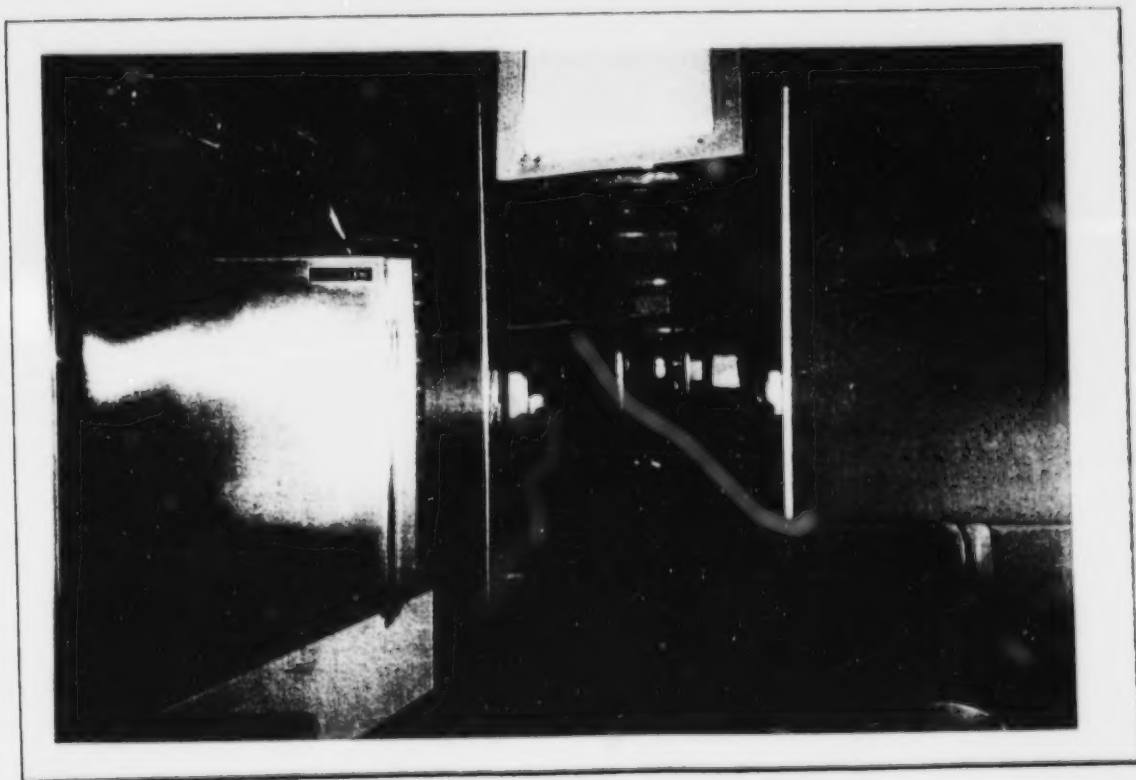
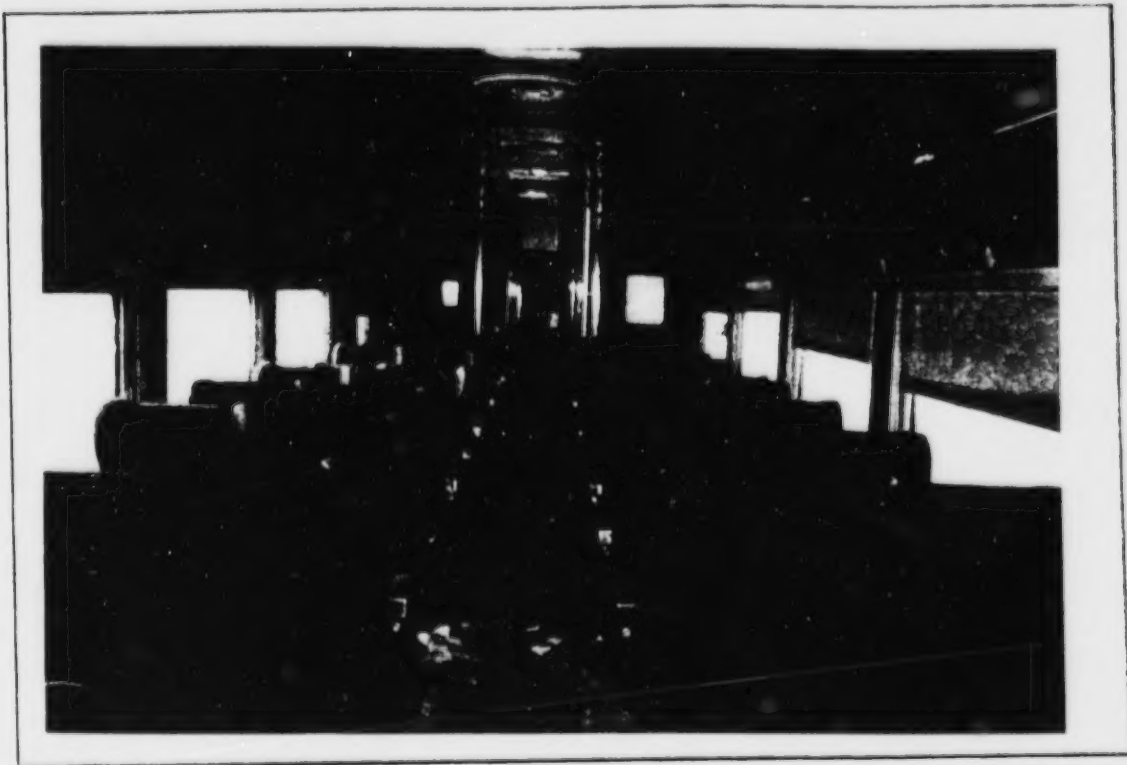
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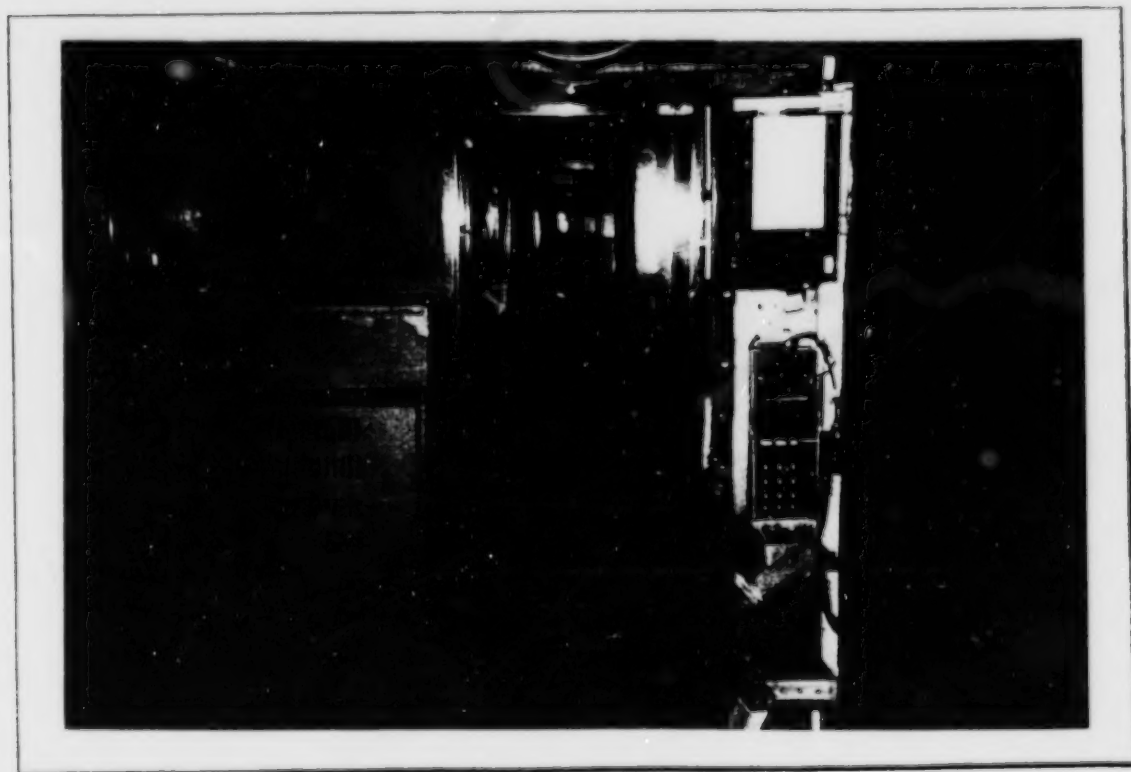


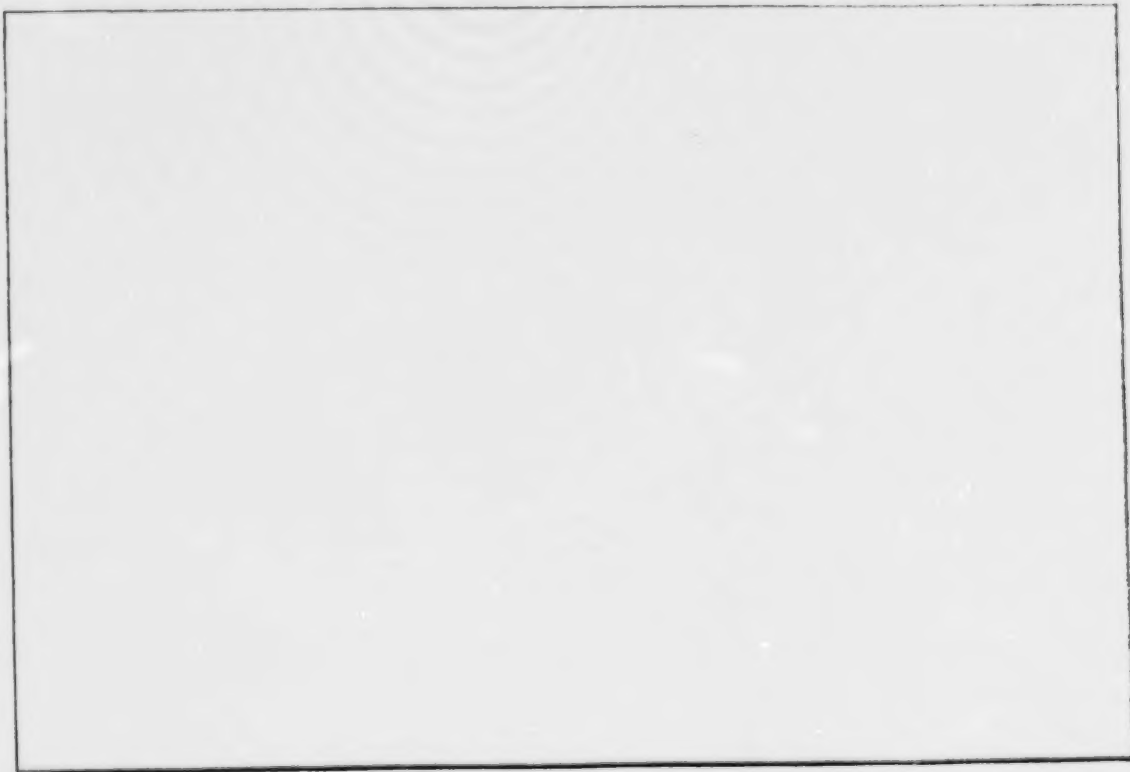
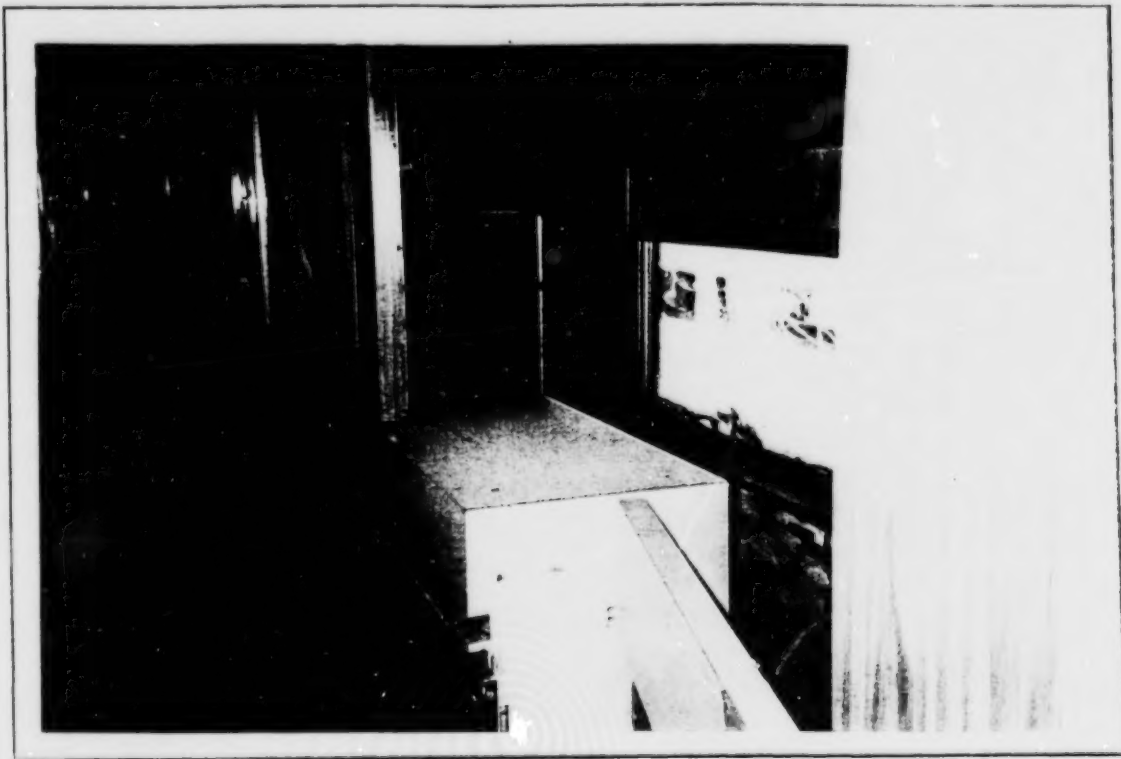












SCALE OF VALUES

VIA Rail Blue & Yellow Passenger Cars

Car #	Location	Type	Rating*	Estimated Market Value	Estimated Cost of Added Value	Capital Cost
3235	Montreal	72 Seats/Snack Bar	6	\$40,000	\$280,000	\$320,000
5439	Montreal	76 Seats	6	\$30,000	\$280,000	\$310,000
5443	Montreal	76 Seats	8	\$40,000	\$270,000	\$310,000
5503	Montreal	76 Seats	9	\$45,000	\$265,000	\$310,000
5518	Montreal	76 Seats	8	\$40,000	\$270,000	\$310,000
5589	Montreal	76 Seats	8	\$40,000	\$270,000	\$310,000
5647	Montreal	76 Seats	7	\$35,000	\$275,000	\$310,000

* Scale from 1 to 10
(10 = Complete and serviceable car with good structure)

GENERAL CHARACTERISTICS

Snack Counter Coach - Item C-3

Builder	Canadian Car & Foundry
Year Built	1954
Conversion	1972-1987
Superstructure	Steel
Configuration	72 coach seats Snack counter arrangement 1 vestibule
Interior	Painted Carpeting on walls Carpet on floor Revolving and reclining seats Food strays
Sashes	Sealed
Air Conditioning	Electro mechanical 7-ton capacity
Heating	Steam Moduzone system Thermostatic control No. 968-type vapor regulators 2 ½" steam trainline
Electrical	110 volts DC 25 KW axle driven electrical generator 220V-3 phases wayside connectors Food refrigeration facilities 2 burners hot plates
Plumbing	Pressurized water system 250-gallon range water tank Water flush toilets Jacket heater for hot water Pantry kitchen sink arrangement
Brakes	D-22 or KNORR KE3 brake valves Truck mounted brake cylinders Clasp brakes arrangement Composition shoes Hand brake at each end
Couplers	E type AAR standard Friction draft gears
Trucks	4 axle roller bearings AP-type Outside swing hangers Coil spring suspension
Exterior	Painted VIA color scheme
Weight on Rails	60-ton range

GENERAL CHARACTERISTICS

Coach E.M. - Item C-7

Builder	Canadian Car & Foundry
Year Built	1954
Superstructure	Steel
Configuration	76 coach seats 1 vestibule
Interior	Painted and carpeting on walls Carpets floor covering Revolving and reclining seats
Sashes	Sealed
Air Conditioning	Electro mechanical 7-ton capacity
Heating	Steam Moduzone system Thermostatic control No. 968-type vapor regulators 2 ½" steam trainline
Electrical	110 volts DC 25 KW axle driven electric generator 220V - 3 phase wayside connectors
Plumbing	Pressurized water system 250-gallon range water tank Water flush toilets
Brakes	D22 or KNORR KE3 brake valves Truck mounted brake cylinders Clasp brake arrangement Composition shoes Hand brake at each end
Couplers	E Type AAR standard Friction draft gears
Trucks	4 axle roller bearings AP-type Outside swing hangers Coil spring suspension
Exterior	Painted VIA color scheme
Weight on Rails	60-ton range

SCOPE OF WORK

VIA Rail Blue & Yellow Passenger Cars

- Provision and installation of new metal sash contours
- Restoration of thermo sashes to original configuration with new rubber
- C.O.T.S. of air brakes
- Control repairs to trucks
- Restoration in kind of water system and sanitation (water flush dump type)
- Provision and installation of 480 volt trainline and electrical control panel
- Provision and installation of 480 volt H.V.A.C. unit
- Restoration in kind of seats - upholstery, carpets and cosmetic elements
- Preparation / prime / paint and stencil
- Removal of steam and DC electrical components

ESTIMATED COST FOR RESTORATION/CONVERSION
Typical VIA Rail Blue & Yellow Passenger Cars

Anatomy	Labour Hours	Out Sourcing & Material Costs
Underframe	80	\$ 3,000
Structure	300	5,000
Vestibules	40	1,000
Sashes	80	10,000
Air Brakes	24	5,000
Trucks	300	10,000
Water/Sanitation	60	2,000
Electrical - H.E.P.	320	30,000
H.V.A.C.	120	50,000
Interior/Amenities	250	10,000
Painting/Cosmetics	300	3,000
Stripping	120	---
Trim & Tests	80	1,000
TOTAL	2,074	\$130,000

2,074 hours @ \$60	\$124,440
Materials & Out Sourcing	130,000
SubTotal	254,440
Contingencies (10%)	25,440
TOTAL	\$279,880 CDN
Say -	\$280,000 each

PASSENGER CAR / CONDITION ASSESSMENT

Car Number: **VIA 3235**

Type: **SNACK
COACH**

Inspected by: **R.BORDUAS**

Date: **AUGUST 10 1999**

Location: **.....Montreal**

Year Built: **1954**

Mileage: **.....UNKNOWN**

Last Major Shopping: **UNKNOWN**

CLASSIFICATION:

1- Serviceable as is
(0-50 hours)

2- Requires light intervention
(51-400 hours)

3-Unserviceable

APPRAISAL:

1 2 3 4 5 6 7 8 9 10

GENERAL COMMENTS:

UNDERFRAME	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Center Sill	X			X			
Side Sills	X				X		CORRODED
End Sills	X			X			
Cross Bearers	X			X			
Needle Beams	X			X			
Couplers & Gears	X			X			STANDARD "E" TYPE MECHANICAL GEARS.
Buffers / Sterns	X			X			
STRUCTURE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Side Sheating and Posts	X					X	CORROSION WINDOW EDGES/ RUST CAVITIES
Roof	X			X			ALL STEEL.
Vestibule Doors		X				X	CANIBALIZED/ MISSING HARDWARE/ CORRODED.
Vestibule Steps	X			X			EXPANDED METAL.
Trap Doors	X				X		CORRODED.
Diaphragms & Canvas	X				X		TEAR AT TOP CANVAS.
Platform	X					X	CORRODED/ MOULDINGS LOOSE.

TRUCKS	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
4 WHEELS O.S.H.	X					X	NON STANDARD U.S. TRUCK/ HIGH MILEAGE WEAR 60% REQUIRES FITTING. AND ADJUSTMENT
Castings	X				X		
Springs	X			X			
Wheels	X			X			
AIR BRAKES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
"D 22" SYSTEM.	X						
Control Valves	X				X		DUE C.O.T.S.
Reservoirs	X						TO CLEAN
Hand Brakes	X						DUE PERIODIC TEST.
HEATING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
STEAM.	X						
Floor Heat Coils	X				X		NEEDS CLEANING AND TEST
Overhead Coils	X				X		NEEDS CLEANING AND TEST
AIR CONDITIONING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
FREON 12 SYSTEM	X						ENVIRONMENT CONCERN CONSIDER CONVERSION / FRIGIDAIRE PACKAGE.
Condenser	X			X			TO BLOW
Evaporator	X			X			TO WASH CLEAN
Compressor	X			X			BENCH OVERHAUL
ELECTRIC	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
110/120 VOLTS D.C.							
DC Generator	X						25 KW. BRUSH TYPE.
Batteries		X					REMOVED
Control Panel	X				X		TO TEST AND SERVICE,

ELECTRIC Con't	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Lighting	X			X			TO TEST AND SERVICE.
Main Blower Fans	X			X			TO TEST AND SERVICE.
Exhaust Fans	X						TO TEST AND SERVICE.
Refrigeration							SECLUDED
Microwave							SECLUDED
Inverter / Alternator	X			X			TO TEST AND SERVICE.
Appliances							SECLUDED.
WATER SANITATION	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Water Tank & Casing	X			X			T O FLUSH/ TEST/ AND STERILIZE.
Plumbing							SECLUDED
Toilets							SECLUDED
Basins							SECLUDED.
COSMETICS / AMENITIES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Exterior Paint						X	CHIPPED/ FADED
Seats	X			X			72 WAKEFIELD TO CHECK AND REPAIR AS REQUIRED.
7 Upholstery	X				X		DUSTY TO CLEAN.
Carpets	X				X		DIRTY/ DUSTY TO CLEAN.
Interior Finish	X				X		NEEDS COSMETIC ATTENTION.
Sashes	X					X	BOTTOM SLIDING DECTION TO OVERHAUL
End Door and Locks	X			X			
Washroom Doors and Locks							SECLUDED.
Window Blinds	X			X			PERMANENTL RETRACTED.

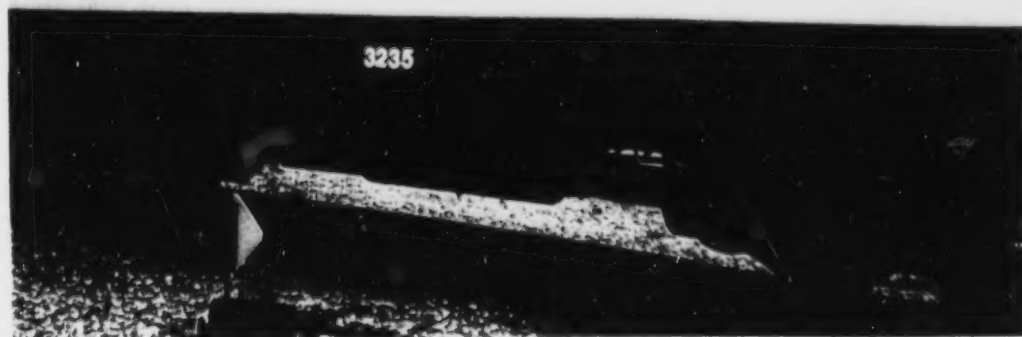
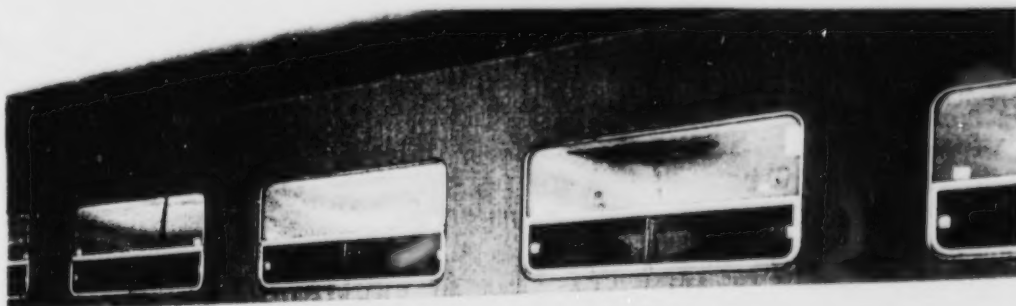
POWER PACKAGE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Engines / Transmission							
Engine Pans							
Spicer Shafts							
Air Compressor							
Fuel Tank							
Exhaust System							
Brake Control Valves							
Event Recorder							
Bells / Horns							

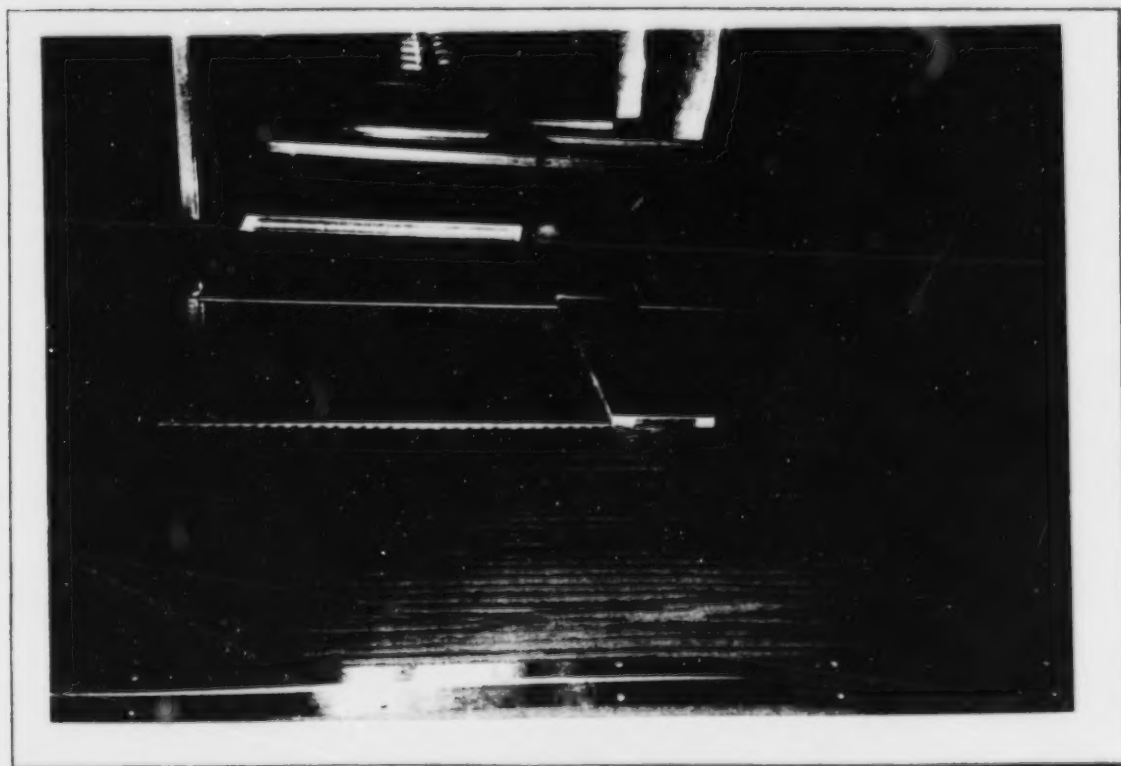
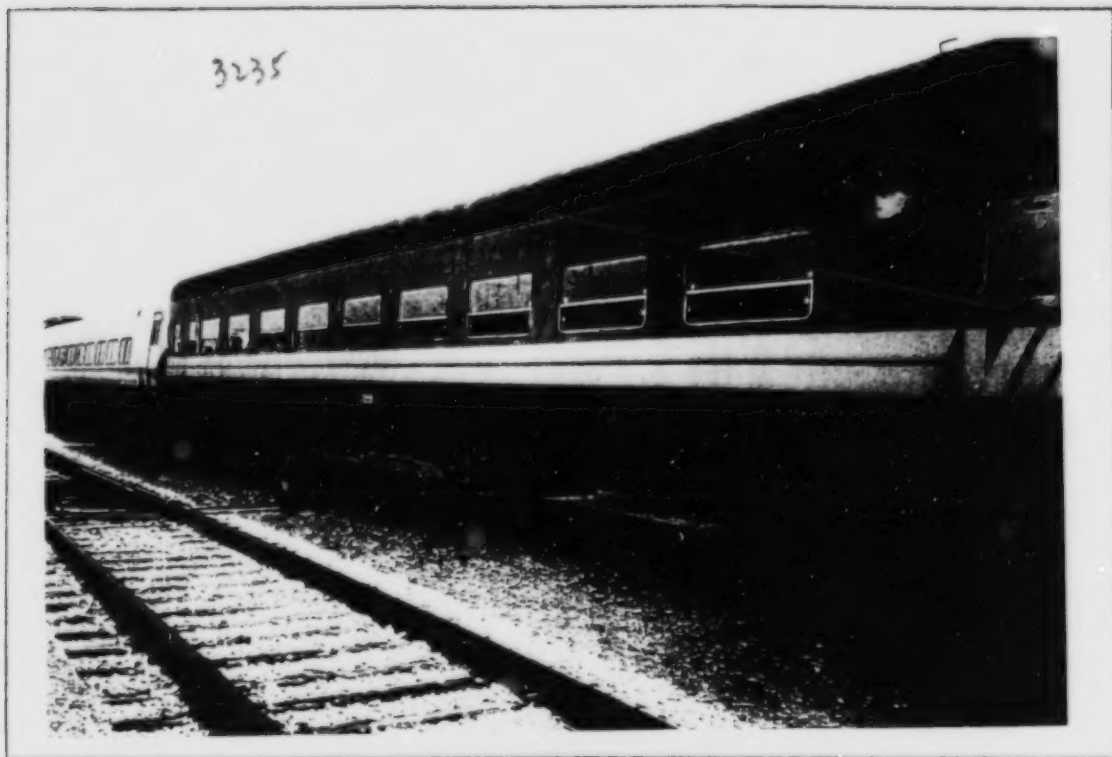
OTHERS				
WHEEL DATA	L1 - __2 IN. _____	L2 - __1 1/2 IN. _____	L3 - __1 1/4 IN. _____	L4 - __1 1/4 IN. _____
	R1 - _____	R2 - _____	R3 - _____	R4 - _____

Inspected By:

(Signature)

(Date)





PASSENGER CAR / CONDITION ASSESSMENT

Car Number: **VIA 5439**Type: **COACH**Inspected by: **R. BORDUAS**Date: **AUGUST 10, 1999**Location: **MONTREAL**Year Built: **1954**Mileage: **UNKNOWN**Last Major Shopping: **UNKNOWN**

CLASSIFICATION:

1- Serviceable as is
(0-50 hours)2- Requires light intervention
(51-400 hours)

3- Unserviceable

APPRAISAL:

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GENERAL COMMENTS:

UNDERFRAME	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Center Sill	X			X			
Side Sills	X				X		CORRODED / WEAK AT JACKING PADS.
End Sills	X					X	CORRODED A + B ENDS.
Cross Bearers	X			X			
Needle Beams	X			X			
Couplers & Gears	X			X			STANDARD "E" TYPE / MECHANICAL GEARS.
Buffers / Stems	X			X			
STRUCTURE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Side Sheating and Posts	X					X	CORROSION AT WINDOW EDGES / RUST CAVITIES THROUGHOUT / END SHEETS CORRODED.
Roof	X			X			
Vestibule Doors		X				X	CORRODED / MISSING HARDWARE.
Vestibule Steps	X			X			
Trap Doors	X				X		RUSTED.
Diaphragms & Canvas	X			X			
Platform	X					X	CORRODED.

TRUCKS	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
4-Wheels O.S.H. A.P. Bearings	X				X		MILEAGE WEAR 40%.
Castings	X				X		MILEAGE WEAR 40%.
Springs	X			X			
Wheels	X			X			NEAR SCRAP LIMIT / NO SPICER.
AIR BRAKES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
D-22 System	X			X			DUE C.O.T.S.
Control Valves	X				X		
Reservoirs	X			X			TO CLEAN.
Hand Brakes	X			X			DUE PERIODIC TEST.
HEATING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Steam	X					X	REQUIRES COMPLETE OVERHAUL.
Floor Heat Coils	X			X			TO FLUSH AND TEST.
Overhead Coils	X			X			TO FLUSH AND TEST.
AIR CONDITIONING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Freon 12 System	X					X	CONSIDER CONVERSION.
Condenser		X					MOTOR MISSING.
Evaporator	X						TO CLEAN AND BLOW.
Compressor	X						BENCH OVERHAUL.
ELECTRIC	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
110/220 Volts DC	X						
DC Generator	X			X			25 kw BRUSH TYPE.
Batteries		X					REMOVED.
Control Panel							TO TEST AND SERVICE.
Lighting	X			X			TO TEST AND SERVICE.
Main Blower Fans	X			X			TO TEST AND SERVICE.

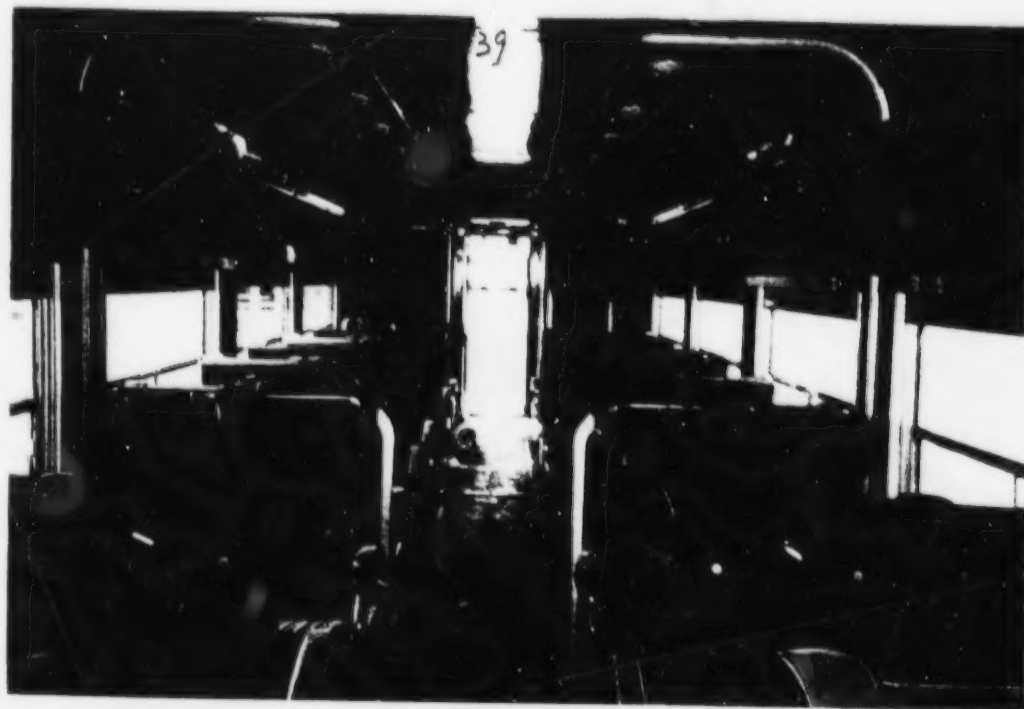
ELECTRIC Con't	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Exhaust Fans	X			X			TO TEST AND SERVICE.
Refrigeration							N/A
Microwave							N/A
Inverter / Alternator							N/A
Appliances							N/A
WATER SANITATION	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Water Tank & Casing	X			X			TO TEST, FLUSH, STERILIZE.
Plumbing							SECLUDED.
Toilets							SECLUDED.
Basins							SECLUDED.
COSMETICS / AMENITIES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Exterior Paint						X	FADED, PRESENCE OF RUSTY AREAS.
Seats	X			X			76 WAKEFIELD.
Upholstery	X				X		MISMATCHED / DUSTY TO CLEAN.
Carpets	X				X		DIRTY, DUSTY TO CLEAN.
Interior Finish	X			X			NEEDS COSMETIC ATTENTION.
Sashes			X			X	3 BROKEN, PLASTIC BOTTOM SECTIONS SEIZED.
End Door and Locks		X		X			DOOR CLOSERS MISSING.
Washroom Doors and Locks		X					MISSING.
Window Blinds	X			X			PERMANENTLY RETRACTED.

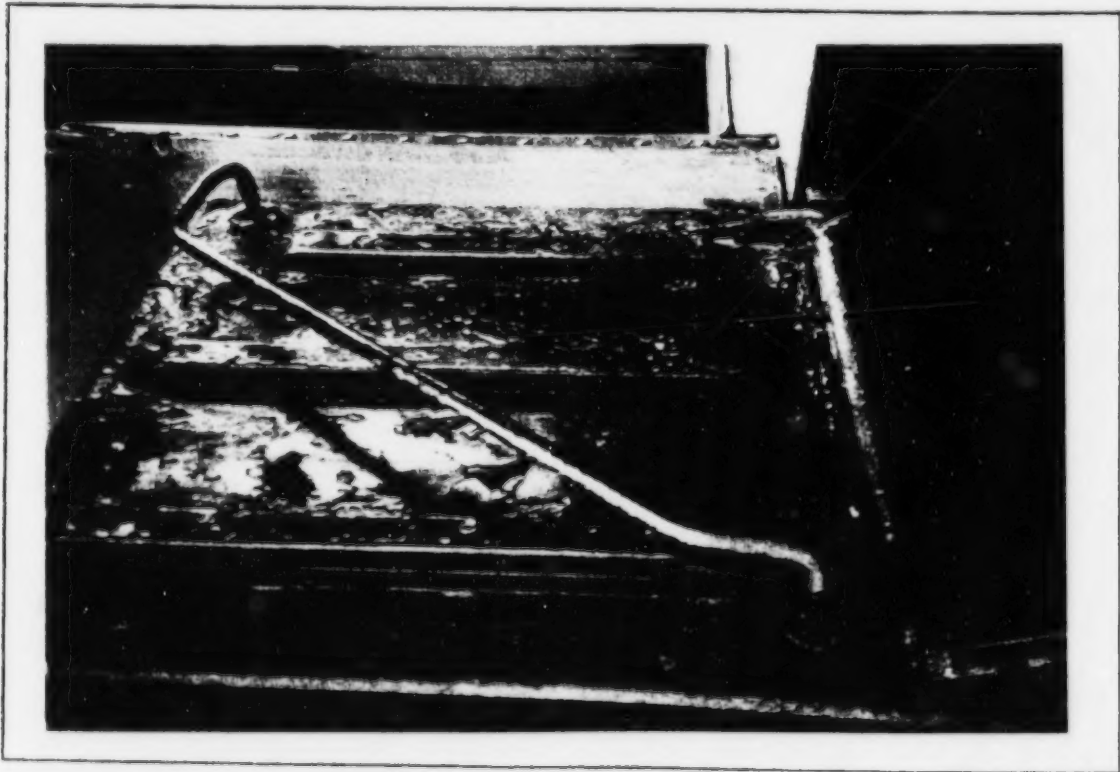
OTHERS				
WHEEL DATA	L1 - 1¼ IN.	L2 - 1½ IN.	L3 - 1⅞ IN.	L4 - 1 ¼ IN.
	R1 - _____	R2 - _____	R3 - _____	R4 - _____

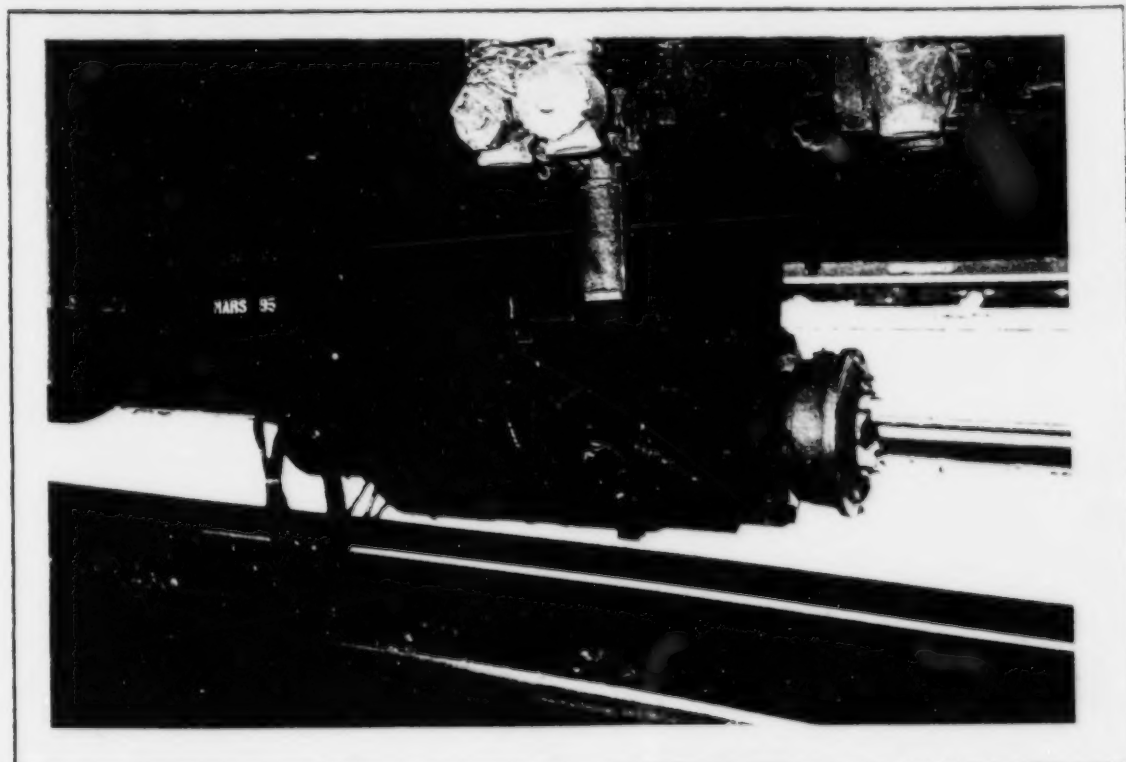
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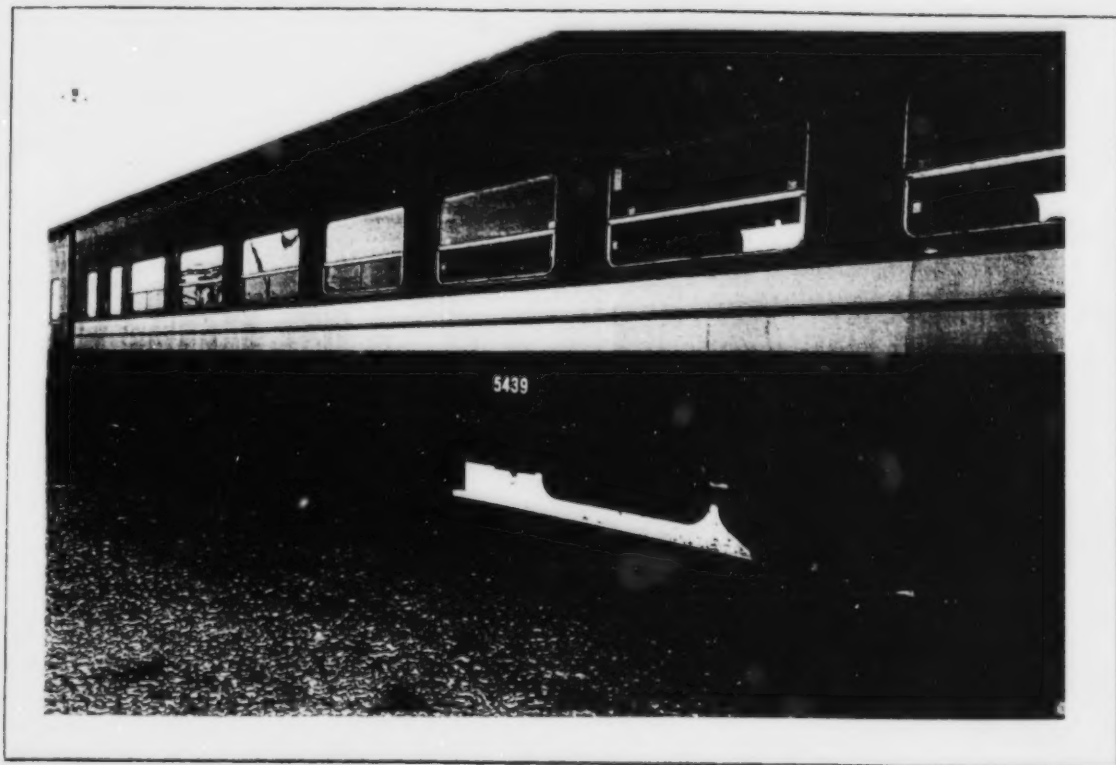
(Signature)

(Date)









PASSENGER CAR / CONDITION ASSESSMENT

Car Number: **VIA 5443** Type: **COACH** Inspected by: **R. BORDUAS**Date: **AUGUST 10, 1999** Location: **MONTREAL**Year Built: **1954** Mileage: **UNKNOWN**Last Major Shopping: **UNKNOWN**

CLASSIFICATION: 1- Serviceable as is (0-50 hours) 2- Requires light intervention (51-400 hours) 3-Unserviceable

APPRAISAL: 1 2 3 4 5 6 7 8 9 10

GENERAL COMMENTS:

UNDERFRAME	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Center Sill	X			X			
Side Sills	X			X			
End Sills	X			X			
Cross Bearers	X			X			
Needle Beams	X			X			
Couplers & Gears	X			X			STANDARD "E" TYPE / MECHANICAL GEARS.
Buffers / Stems	X			X			
STRUCTURE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Side Sheating and Posts	X			X			
Roof	X			X			
Vestibule Doors	X				X		LIGHT CORROSION.
Vestibule Steps	X			X			EXPANDED METAL.
Trap Doors	X			X			
Diaphragms & Canvas	X			X			
Platform	X					X	CORRODED.

TRUCKS	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
4-Wheels O.S.H.	X					X	MILEAGE WEAR 60% , MISMATCHED AMERICAN BUILT TRUCKS NOT CONNECTED.
Castings	X				X	X	MILEAGE WEAR 60%.
Springs	X						WRONG SIZE.
Wheels	X						SCRAP LIMIT.
AIR BRAKES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
D-22 System	X			X			
Control Valves	X				X		DUE C.O.T.S.
Reservoirs	X			X			TO BLOW CLEAN.
Hand Brakes	X			X			DUE PERIODIC TESTS.
HEATING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Steam	X					X	REQUIRES COMPLETE OVERHAUL.
Floor Heat Coils	X						TO FLUSH AND TEST.
Overhead Coils	X						TO FLUSH AND TEST.
AIR CONDITIONING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Freon 12 System	X						CONSIDER CONVERSION.
Condenser	X						TO CLEAN TEST AND SERVICE.
Evaporator	X						TO CLEAN TEST AND SERVICE.
Compressor	X						BENCH OVERHAUL.
ELECTRIC	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
110/220 Volts DC	X						
DC Generator	X				X		BENCH OVERHAUL.
Batteries		X					REMOVED.
Control Panel	X			X			TO TEST AND SERVICE.
Lighting	X			X			TO TEST AND SERVICE.
Main Blower Fans	X			X			TO TEST AND SERVICE.

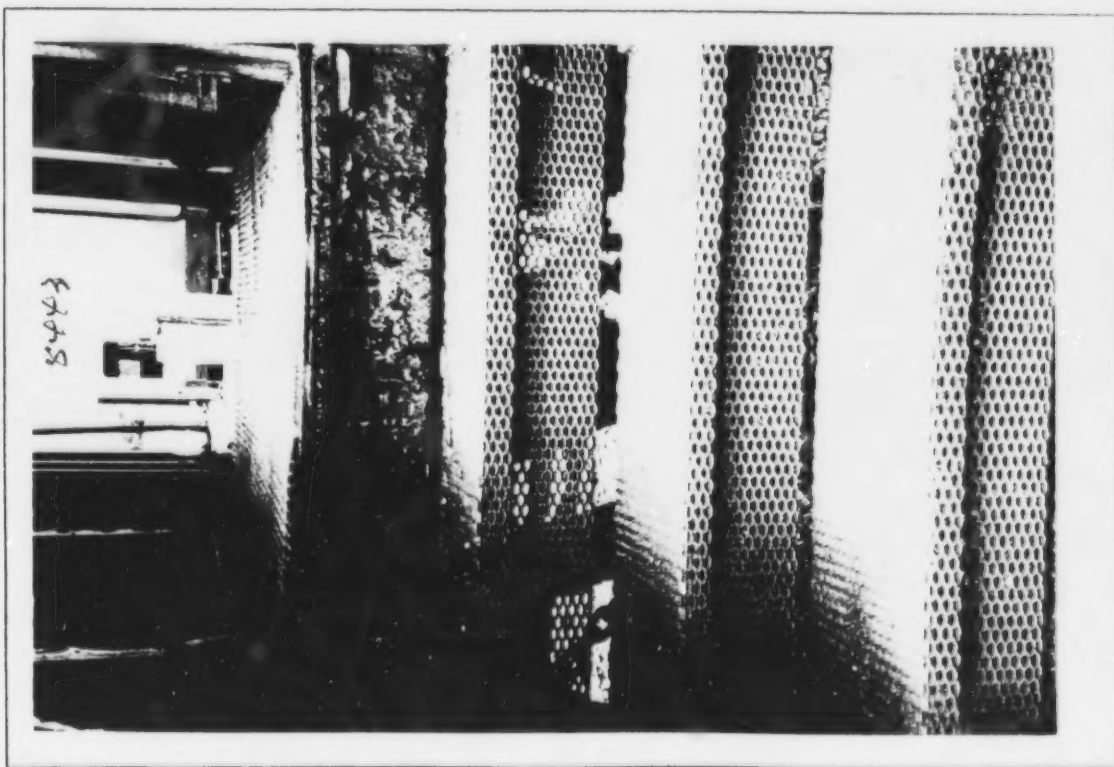
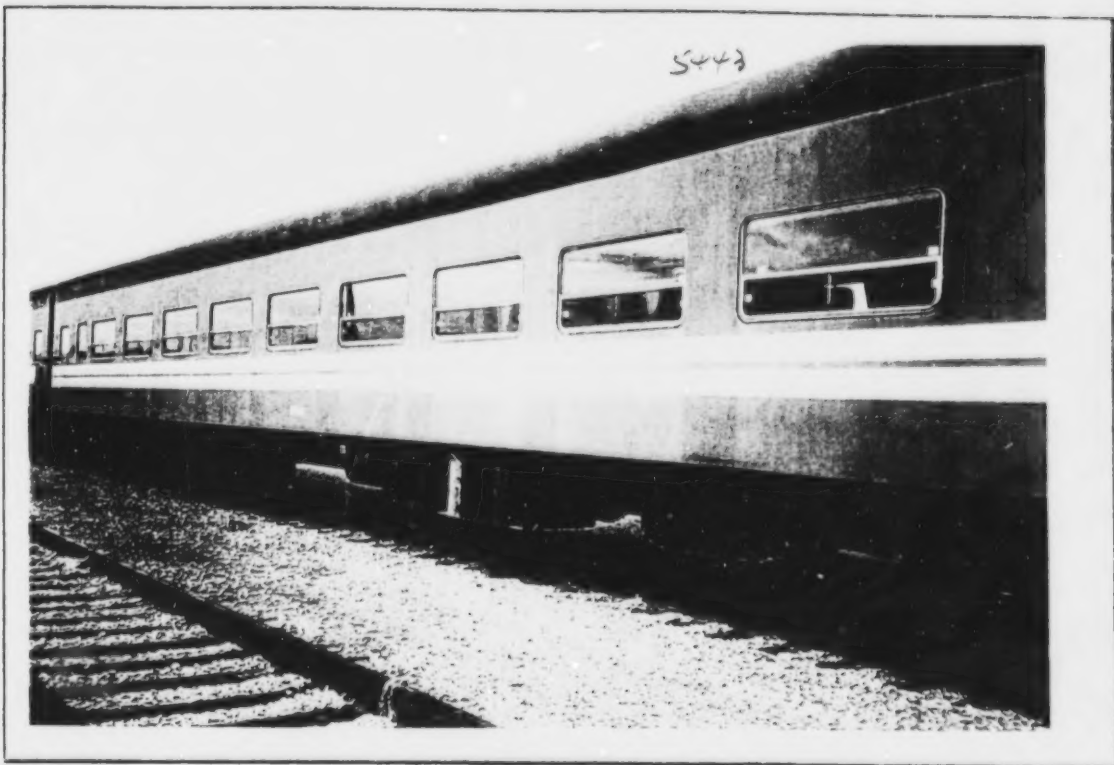
ELECTRIC Con't	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Exhaust Fans	X			X			TO TEST AND SERVICE.
Refrigeration							
Microwave							
Inverter / Alternator							
Appliances							
WATER SANITATION	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Water Tank & Casing	X						
Plumbing	X						SECLUDED / SEALED.
Toilets	X						SECLUDED / SEALED.
Basins							SECLUDED / SEALED.
COSMETICS / AMENITIES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Exterior Paint					X		FADED.
Seats	X			X			76 WAKEFIELD.
Upholstery	X				X		TO CLEAN.
Carpets	X				X		TO CLEAN.
Interior Finish	X			X			NEEDS COSMETIC ATTENTION.
Sashes	X					X	PLASTIC BOTTOM SECTIONS SEIZED
End Door and Locks	X			X			
Washroom Doors and Locks	X			X			
Window Blinds	X			X			

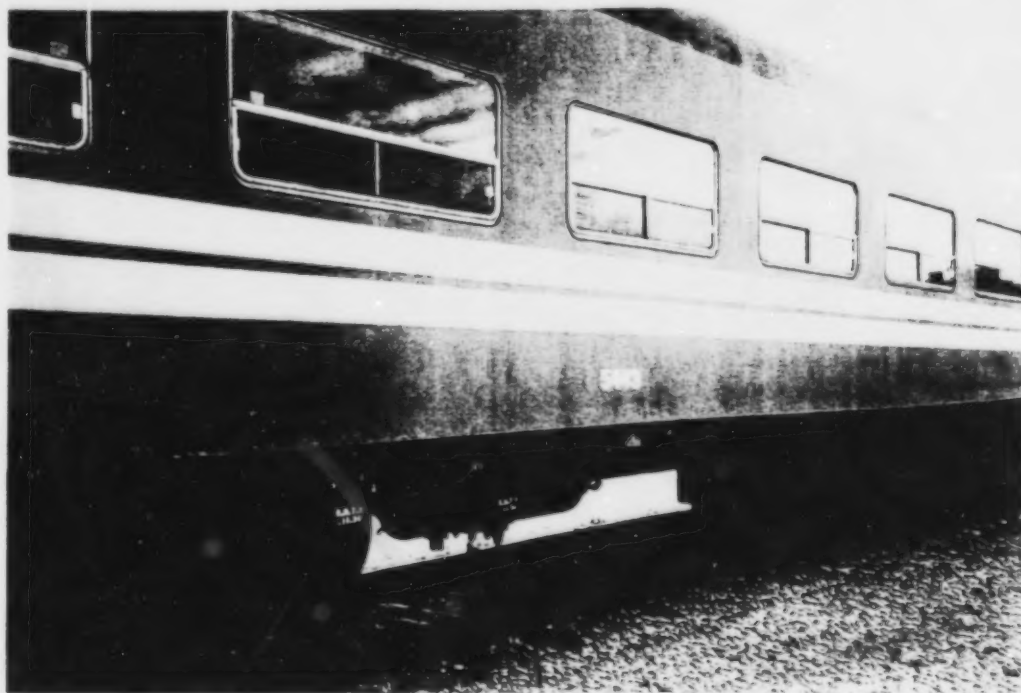
OTHERS				
WHEEL DATA	L1 - 1½ IN.	L2 - 1½ IN.	L3 - 1⅛ IN.	L4 - 1⅛ IN.
	R1 - _____	R2 - _____	R3 - _____	R4 - _____

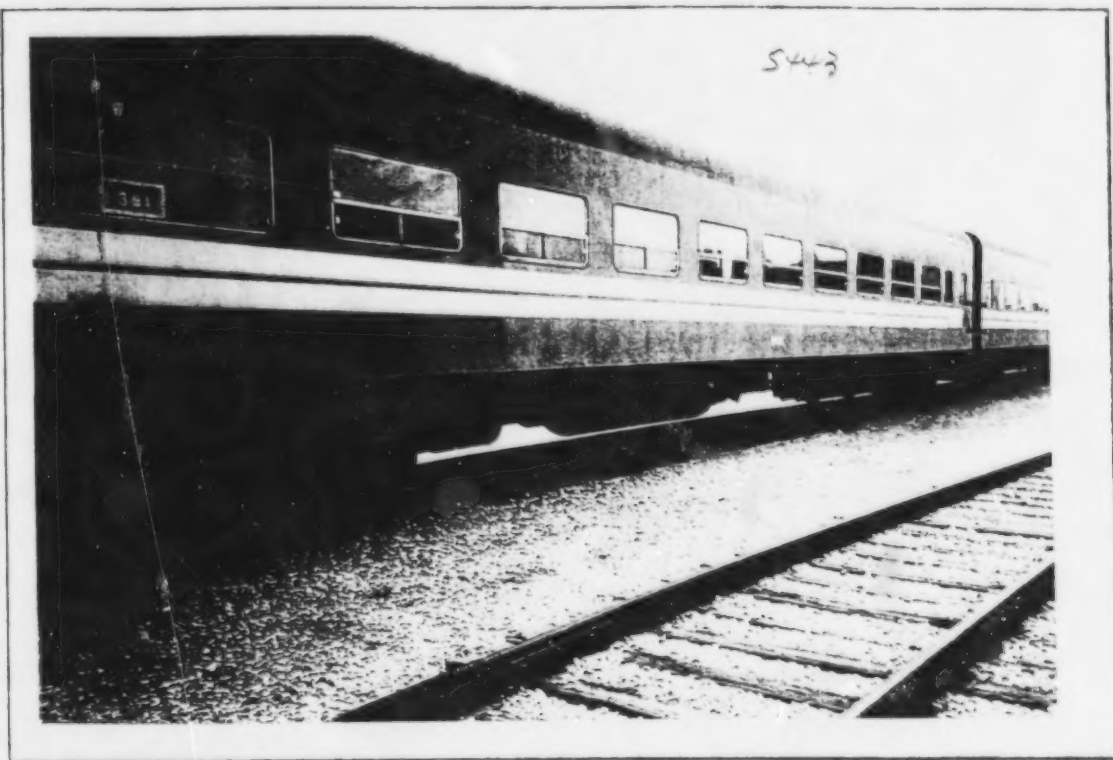
Inspected By:

(Signature)

(Date)







PASSENGER CAR / CONDITION ASSESSMENT

Car Number: **VIA 5503** Type: **COACH** Inspected by: **R. BORDUAS**Date: **AUGUST 10, 1999** Location: **MONTREAL**Year Built: **1954** Mileage: **UNKNOWN**Last Major Shopping: **UNKNOWN**

CLASSIFICATION: 1- Serviceable as is (0-50 hours) 2- Requires light intervention (51-400 hours) 3-Unserviceable

APPRAISAL: 1 2 3 4 5 6 7 8 9 10

GENERAL COMMENTS:

UNDERFRAME	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Center Sill	X			X			
Side Sills	X			X			
End Sills	X			X			
Cross Bearers	X			X			
Needle Beams	X			X			
Couplers & Gears	X			X			STANDARD "E" TYPE MECHANICAL GEARS.
Buffers / Stems	X			X			
STRUCTURE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Side Sheeting and Posts	X			X			
Roof	X			X			ALL STEEL.
Vestibule Doors	X			X			
Vestibule Steps	X			X			
Trap Doors	X			X			
Diaphragms & Canvas	X			X			
Platform	X					X	CORRODED.

TRUCKS	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
4-Wheels O.S.H.	X						LOW MILEAGE WEAR 20%.
Castings	X			X			
Springs	X			X			
Wheels	X			X			
AIR BRAKES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
D-22 System	X			X			
Control Valves	X			X			DUE C.O.T.S.
Reservoirs	X			X			TO FLUSH AND TEST.
Hand Brakes	X			X			DUE PERIODIC TESTS.
HEATING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Steam	X					X	
Floor Heat Coils	X			X			TO FLUSH AND TEST.
Overhead Coils	X			X			TO FLUSH AND TEST.
AIR CONDITIONING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Freon 12 System	X			X			ENVIRONMENT ISSUE. CONSIDER CONVERSION.
Condenser	X			X			TO BLOW CLEAN AND TEST.
Evaporator	X			X			TO WASH CLEAN AND TEST.
Compressor	X			X			TO BENCH OVERHAUL.
ELECTRIC	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
110/220 Volts DC	X						
DC Generator	X				X		25 kw BRUSHLESS TO BENCH OVERHAUL.
Batteries		X					REMOVED.
Control Panel	X						TO TEST AND SERVICE.
Lighting	X						TO TEST AND SERVICE.
Main Blower Fans	X						TO TEST AND SERVICE.

ELECTRIC Con't	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Exhaust Fans	X			X			TO TEST AND SERVICE.
Refrigeration							N/A
Microwave							N/A
Inverter / Alternator							N/A
Appliances							N/A
WATER SANITATION	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Water Tank & Casing	X			X			TO FLUSH TEST AND STERILIZE.
Plumbing							SECLUDED.
Toilets							SECLUDED.
Basins							SECLUDED.
COSMETICS / AMENITIES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Exterior Paint					X		FADED.
Seats	X			X			76 WAKEFIELD.
Upholstery	X				X		DUSTY TO CLEAN.
Carpets	X				X		DUSTY TO CLEAN.
Interior Finish	X				X		NEEDS COSMETIC ATTENTION.
Sashes	X					X	BOTTOM SLIDING TO OVERHAUL..
End Door and Locks	X			X			
Washroom Doors and Locks	X						SECLUDED.
Window Blinds	X			X			

POWER PACKAGE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Engines / Transmission							
Engine Pans							
Spicer Shafts							
Air Compressor							
Fuel Tank							
Exhaust System							
Brake Control Valves							
Event Recorder							
Bells / Horns							

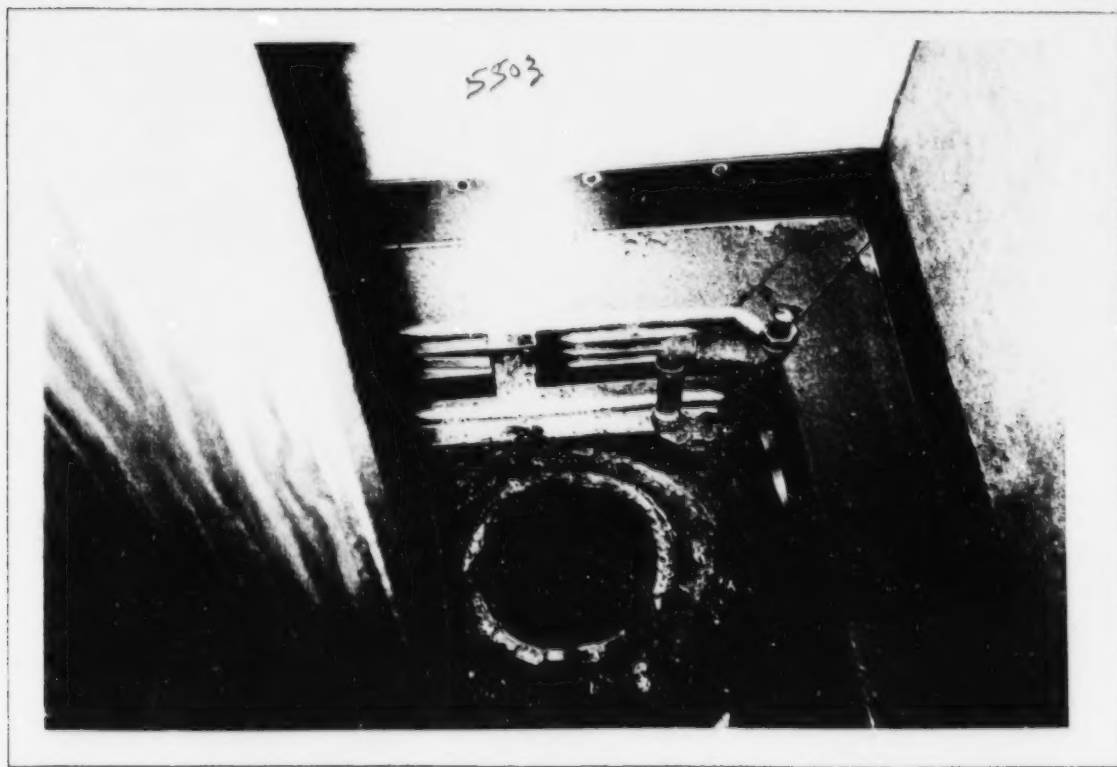
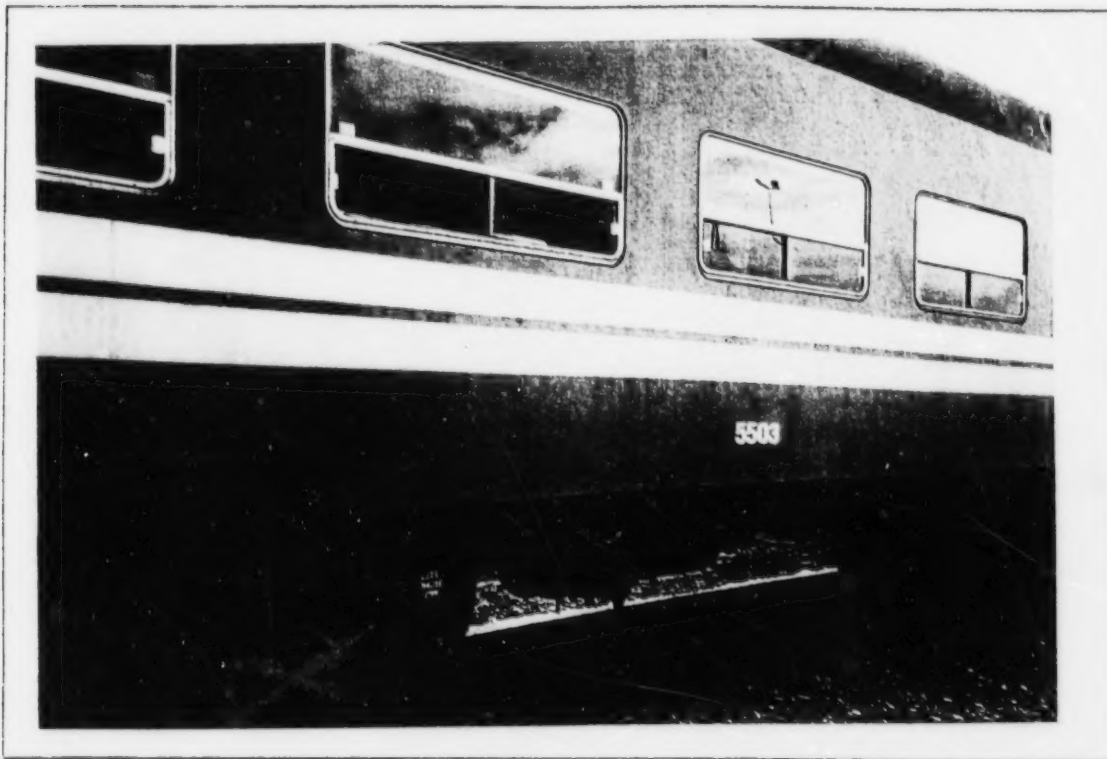
OTHERS

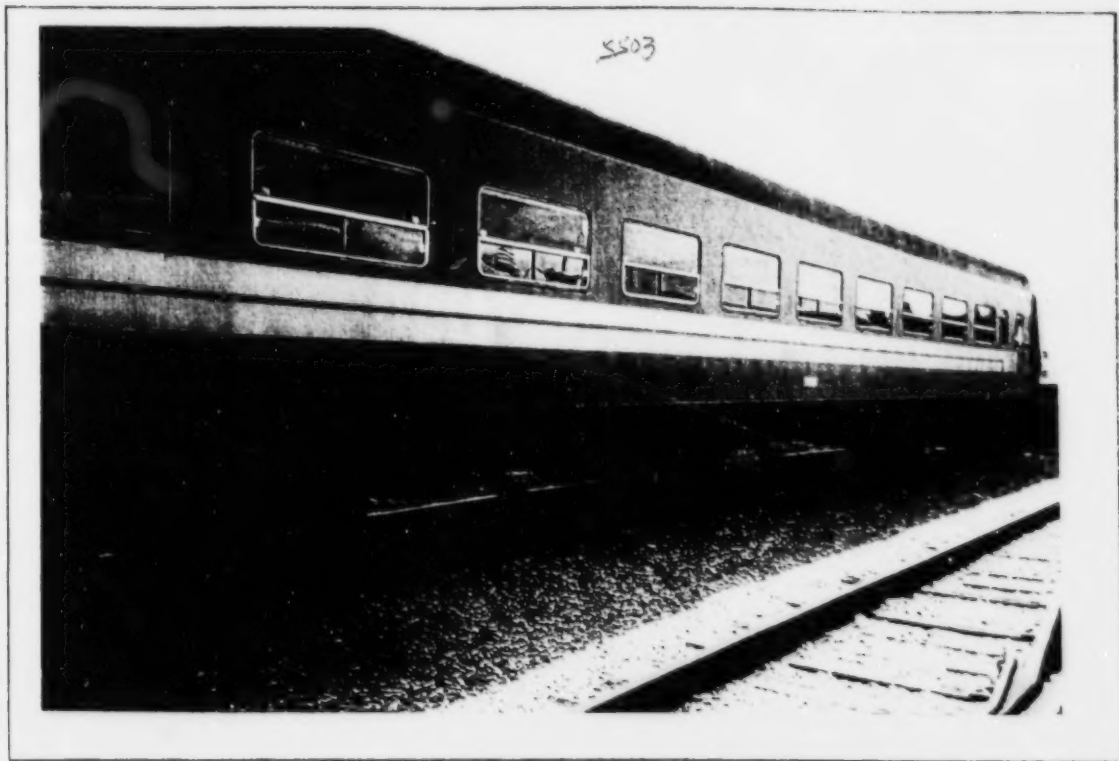
WHEEL DATA	L1 - 1 ⁵ / ₈ IN.	L2 - 1 ⁵ / ₈ IN.	L3 - 1 ¹ / ₈ IN.	L4 - 1 IN.
	R1 - 1 ⁵ / ₈ IN	R2 - _____	R3 - _____	R4 - _____

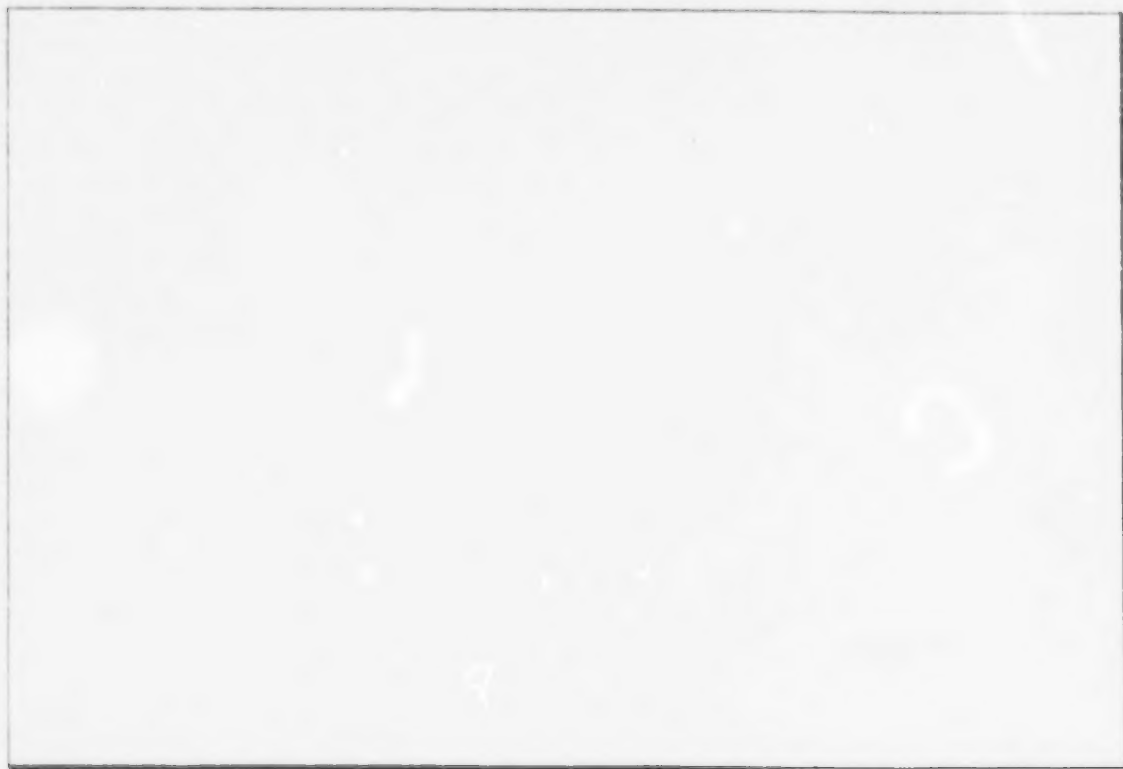
Inspected By:

(Signature)

(Date)







PASSENGER CAR / CONDITION ASSESSMENT

Car Number: **VIA 5518**

Type: **COACH**

Inspected by: **R. BORDUAS**

Date: **AUGUST 10, 1999**

Location: **MONTREAL**

Year Built: **1954**

Mileage: **UNKNOWN**

Last Major Shopping: **UNKNOWN**

CLASSIFICATION:

1- Serviceable as is
(0-50 hours)

2- Requires light intervention
(51-400 hours)

3-Unserviceable

APPRAISAL:

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GENERAL COMMENTS:

UNDERFRAME	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Center Sill	X			X			
Side Sills	X			X			
End Sills	X			X			
Cross Bearers	X			X			
Needle Beams	X			X			
Couplers & Gears	X			X			STANDARD "E" TYPE MECHANICAL GEARS.
Buffers / Stems	X			X			
STRUCTURE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Side Sheating and Posts	X			X			
Roof	X			X			
Vestibule Doors	X			X			
Vestibule Steps	X			X			
Trap Doors	X			X			
Diaphragms & Canvas	X			X			
Platform	X					X	CORRODED.

TRUCKS	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
4-Wheels O.S.H.	X						USA TRUCK NOT STANDARD TO CAR. TO MODIFY AND ADJUST.
Castings	X			X			
Springs	X			X			WRONG SIZE.
Wheels	X			X			
AIR BRAKES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
D-22 System	X			X			
Control Valves	X			X			DUE C.O.T.S.
Reservoirs	X			X			TO FLUSH AND TEST.
Hand Brakes	X			X			DUE PERIODIC TESTS.
HEATING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Steam	X					X	
Floor Heat Coils	X			X			NEEDS CLEANING AND TEST.
Overhead Coils	X			X			NEEDS CLEANING AND TEST.
AIR CONDITIONING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Freon 12 System	X			X			ENVIRONMENT ISSUE. CONSIDER CONVERSION.
Condenser	X			X			TO BLOW CLEAN AND TEST.
Evaporator	X			X			TO WASH CLEAN AND TEST.
Compressor	X			X			TO BENCH OVERHAUL.
ELECTRIC	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
110/220 Volts DC							
DC Generator	X				X		TO BENCH OVERHAUL.
Batteries		X					REMOVED.
Control Panel	X			X			TO TEST AND SERVICE.
Lighting	X			X			TO TEST AND SERVICE.
Main Blower Fans	X			X			TO TEST AND SERVICE.

ELECTRIC Con't	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Exhaust Fans	X			X			TO TEST AND SERVICE.
Refrigeration							N/A
Microwave							N/A
Inverter / Alternator							N/A
Appliances							N/A
WATER SANITATION	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Water Tank & Casing	X			X			TO FLUSH TEST AND STERILIZE.
Plumbing							SECLUDED.
Toilets							SECLUDED.
Basins							SECLUDED.
COSMETICS / AMENITIES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Exterior Paint					X		FADED.
Seats	X			X			76 WAKEFIELD.
Upholstery	X				X		DUSTY TO CLEAN.
Carpets	X				X		TO CLEAN.
Interior Finish					X		NEEDS COSMETIC ATTENTION.
Sashes	X					X	BOTTOM SLIDING SEIZED.
End Door and Locks	X			X			
Washroom Doors and Locks							SECLUDED.
Window Blinds	X			X			

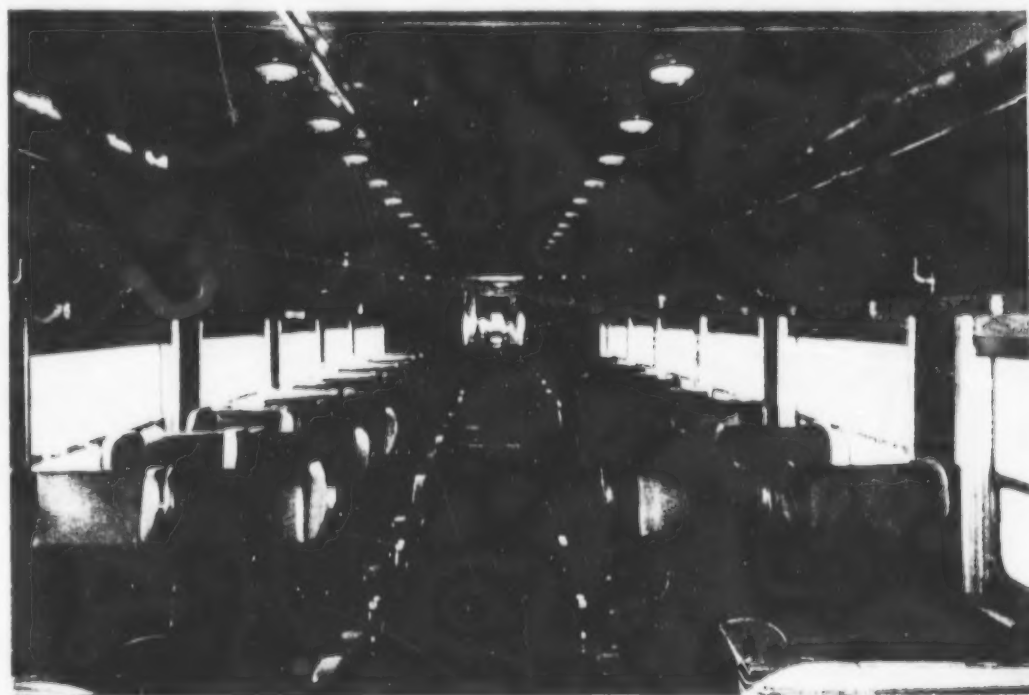
POWER PACKAGE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Engines / Transmission							
Engine Pans							
Spicer Shafts							
Air Compressor							
Fuel Tank							
Exhaust System							
Brake Control Valves							
Event Recorder							
Bells / Horns							

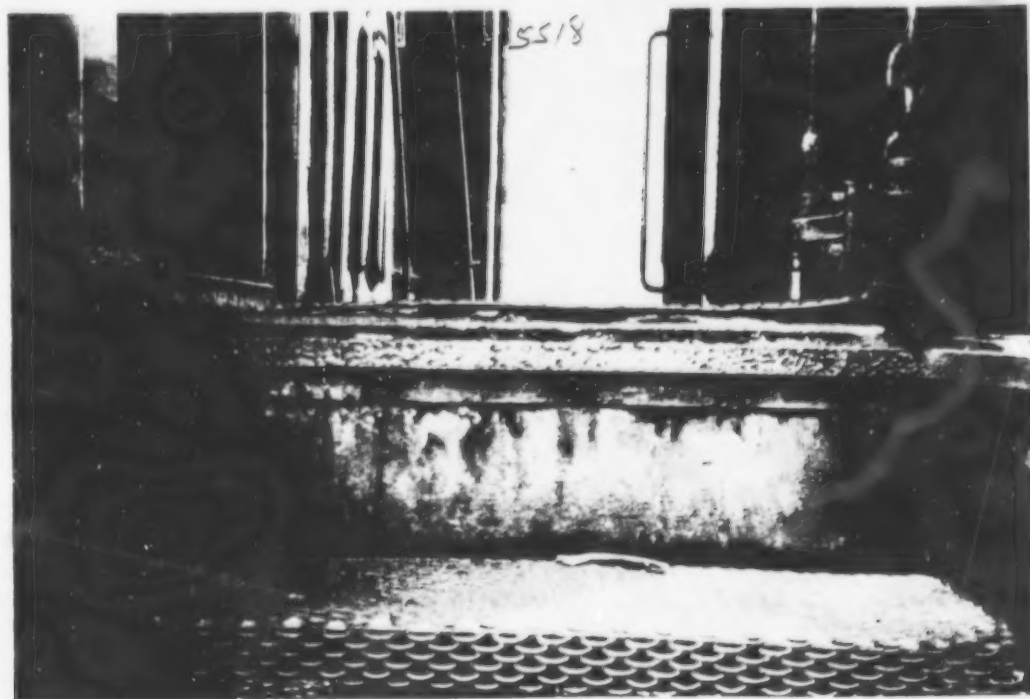
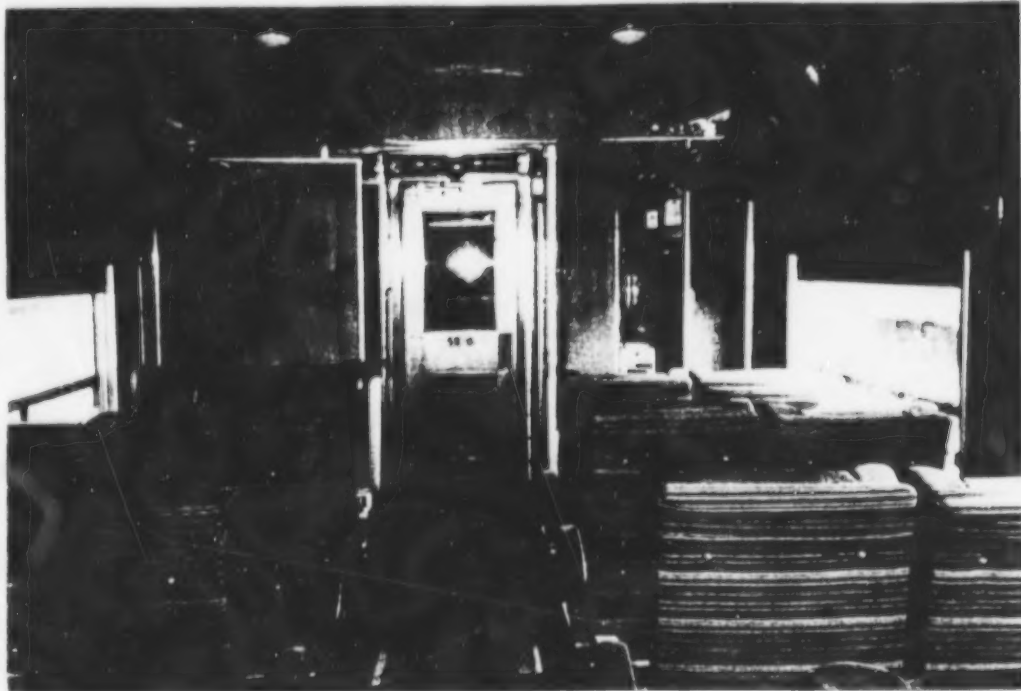
OTHERS				
WHEEL DATA	L1 - 1 ¹ / ₈ IN.	L2 - 1 IN.	L3 - 1 ¹ / ₄ IN.	L4 - 1 ¹ / ₄ IN.
	R1 - _____	R2 - _____	R3 - _____	R4 - _____

Inspected By:

(Signature)

(Date)





PASSENGER CAR / CONDITION ASSESSMENT

Car Number: **VIA 5589** Type: **COACH** Inspected by: **R. BORDUAS**

Date: **AUGUST 10, 1999** Location: **MONTREAL**

Year Built: **1954** Mileage: **UNKNOWN**

Last Major Shopping: **UNKNOWN**

CLASSIFICATION: 1- Serviceable as is (0-50 hours) 2- Requires light intervention (51-400 hours) 3-Unserviceable

APPRAISAL: 1 2 3 4 5 6 7 8 9 10

GENERAL COMMENTS:

UNDERFRAME	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Center Sill	X			X			
Side Sills	X			X			
End Sills	X			X			
Cross Bearers	X			X			
Needle Beams	X			X			
Couplers & Gears	X			X			"E" TYPE MECHANICAL GEARS.
Buffers / Stems	X			X			
STRUCTURE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Side Sheating and Posts	X			X			
Roof	X			X			ALL STEEL.
Vestibule Doors	X				X		LIGHT CORROSION.
Vestibule Steps	X			X			EXPANDED METAL.
Trap Doors	X			X			
Diaphragms & Canvas	X				X		CANVAS TORN A-END.
Platform	X					X	CORRODED.

TRUCKS	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
4-Wheels O.S.H.	X			X			LOW MILEAGE WEAR 25%.
Castings	X			X			
Springs	X			X			
Wheels	X			X			
AIR BRAKES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
D-22 System	X			X			
Control Valves	X			X			DUE C.O.T.S.
Reservoirs				X			TO FLUSH AND TEST.
Hand Brakes				X			DUE PERIODIC TESTS.
HEATING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Steam	X					X	TO OVERHAUL.
Floor Heat Coils				X			TO FLUSH AND TEST.
Overhead Coils				X			TO FLUSH AND TEST.
AIR CONDITIONING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Freon 12 System	X			X			ENVIRONMENT ISSUE. CONSIDER CONVERSION.
Condenser				X			TO CLEAN (BLOW) AND TEST.
Evaporator				X			TO WASH AND TEST.
Compressor				X			TO BENCH OVERHAUL.
ELECTRIC	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
110/220 Volts DC	X						
DC Generator	X				X		25 kw BRUSH TYPE TO BENCH OVERHAUL.
Batteries		X					REMOVED.
Control Panel	X			X			TO REST AND SERVICE.
Lighting	X			X			TO TEST AND SERVICE.
Main Blower Fans	X			X			TO TEST AND SERVICE.

ELECTRIC Con't	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Exhaust Fans	X			X			TO TEST AND SERVICE.
Refrigeration							N/A
Microwave							N/A
Inverter / Alternator							N/A
Appliances							N/A
WATER SANITATION	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Water Tank & Casing	X			X			TO FLUSH CLEAN.
Plumbing							SECLUDED.
Toilets							SECLUDED.
Basins							SECLUDED.
COSMETICS / AMENITIES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Exterior Paint						X	CHIPPED, FADED.
Seats	X			X			76 WAKEFIELD.
Upholstery	X				X		TO CLEAN.
Carpets	X				X		TO CLEAN.
Interior Finish					X		NEEDS COSMETIC ATTENTION.
Sashes	X					X	BOTTOM SLIDING SEIZED
End Door and Locks	X			X			
Washroom Doors and Locks							SECLUDED.
Window Blinds	X			X			

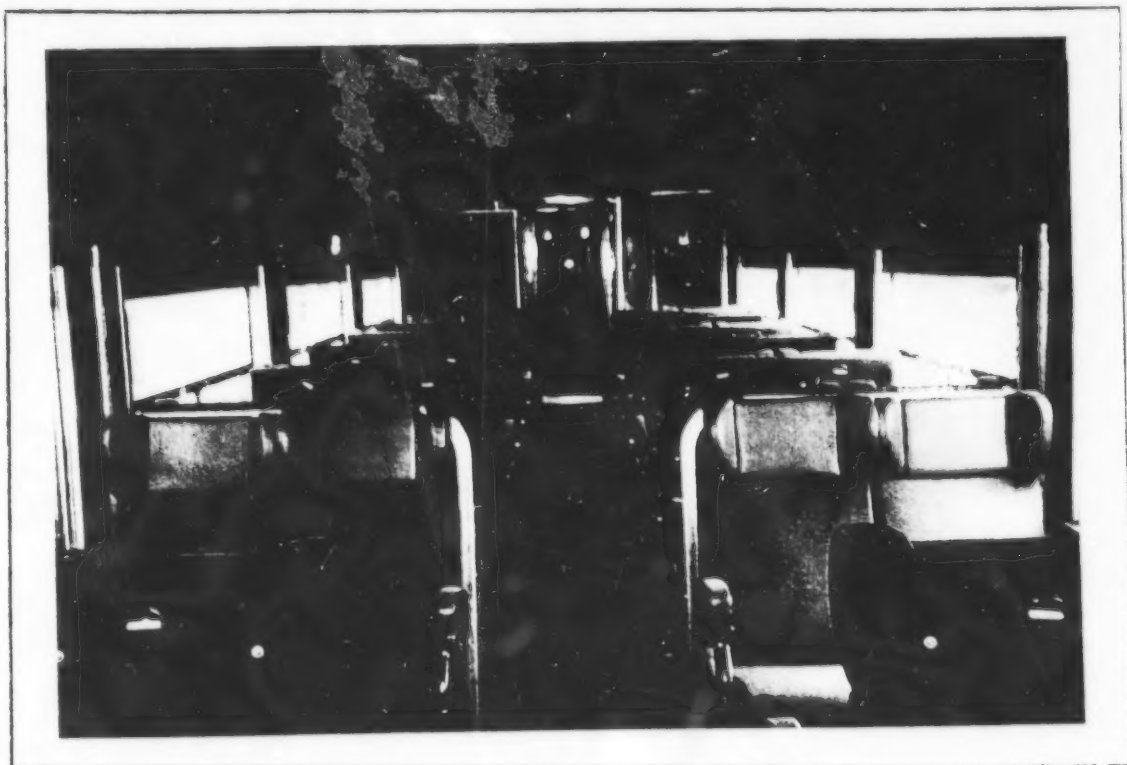
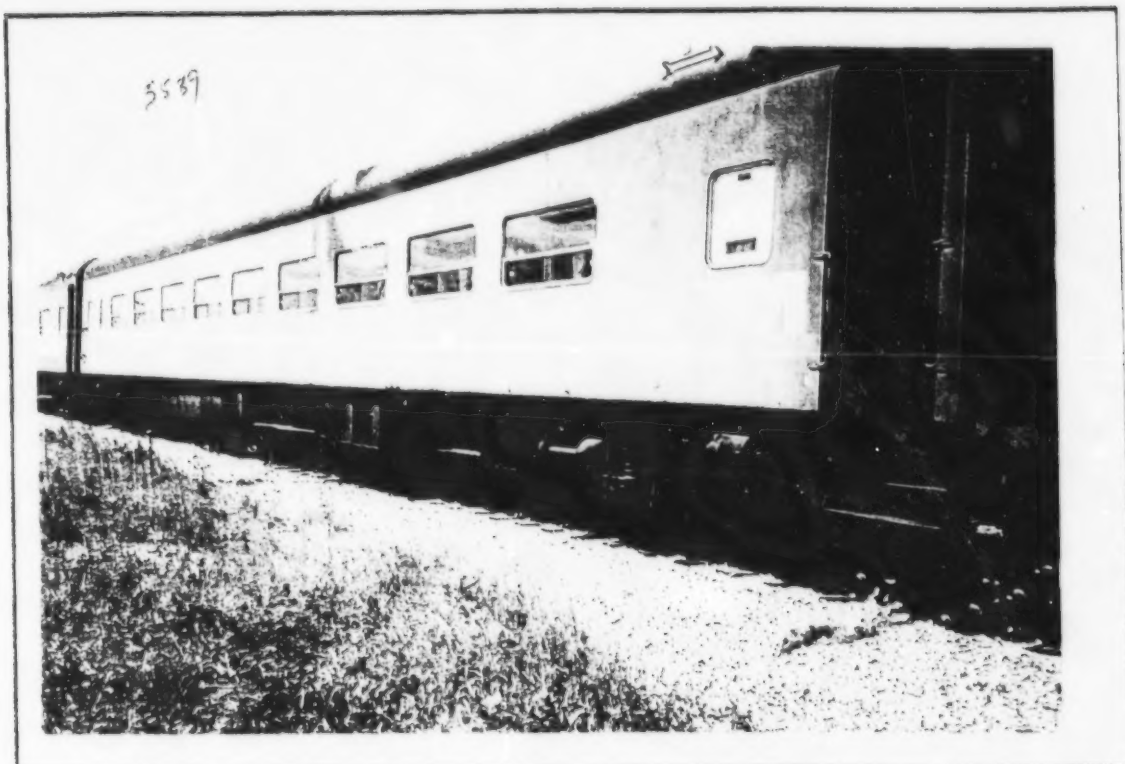
POWER PACKAGE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Engines / Transmission							
Engine Pans							
Spicer Shafts							
Air Compressor							
Fuel Tank							
Exhaust System							
Brake Control Valves							
Event Recorder							
Bells / Horns							

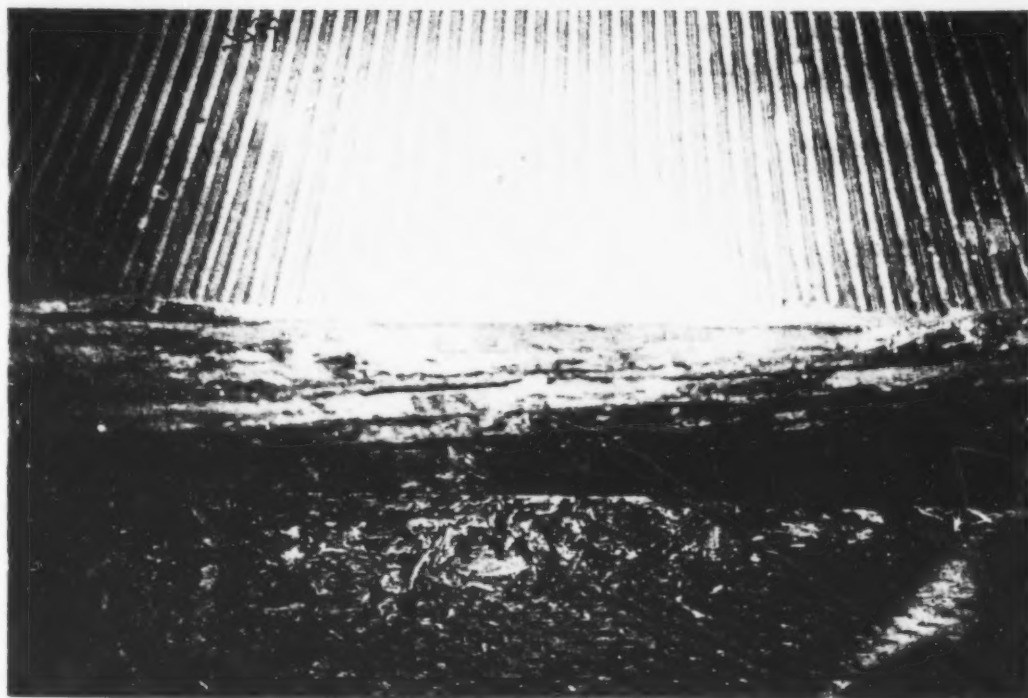
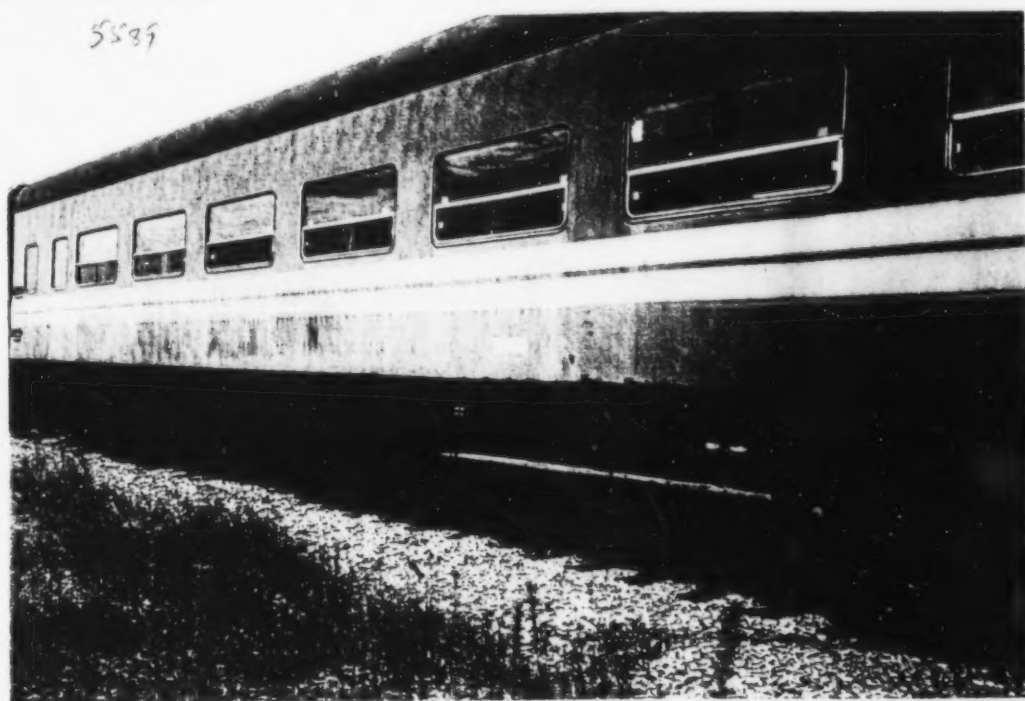
OTHERS				
WHEEL DATA	L1 - 1 ³ / ₈ IN.	L2 - 1 ³ / ₈ IN.	L3 - 1 ³ / ₈ IN.	L4 - 1 ³ / ₈ IN.
	R1 - _____	R2 - _____	R3 - _____	R4 - _____

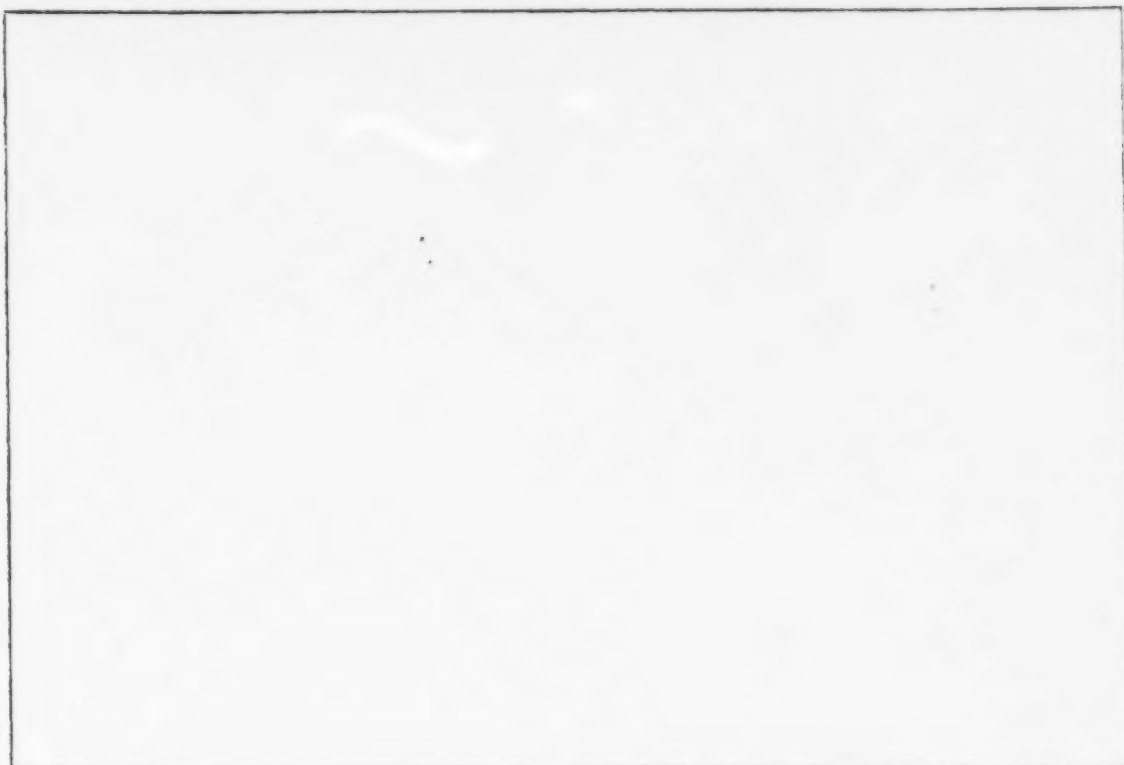
Inspected By:

(Signature)

(Date)







PASSENGER CAR / CONDITION ASSESSMENT

Type: **COACH**

Inspected by: **R. BORDUAS**

Location: **MONTREAL**

Mileage: **UNKNOWN**

Last Major Shopping: UNKNOWN

CLASSIFICATION:

1- Serviceable as is (0-50 hours)	2- Requires light intervention (51-400 hours)	3-Unserviceable
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APPRAISAL:	1	2	3	4	5	6	7	8	9	10
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GENERAL COMMENTS:

GENERAL COMMENTS:							
UNDERFRAME	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Center Sill	X			X			
Side Sills	X				X		SOME CORROSION.
End Sills	X			X			
Cross Bearers	X			X			
Needle Beams	X			X			
Couplers & Gears	X			X			"E" TYPE MECHANICAL GEARS.
Buffers / Stems	X			X			
STRUCTURE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Side Sheathing and Posts	X				X		CORROSION AT WINDOW EDGES.
Roof	X			X			ALL STEEL.
Vestibule Doors	X				X		LIGHT CORROSION.
Vestibule Steps	X			X			EXPANDED METAL.
Trap Doors	X			X			
Diaphragms & Canvas	X			X			
Platform	X					X	CORRODED.

TRUCKS	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
4-Wheels I.S.H.	X				X		MILEAGE WEAR 50%.
Castings	X				X		
Springs	X			X			
Wheels	X			X			
AIR BRAKES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
D-22 System	X			X			
Control Valves	X			X			DUE C.O.T.S.
Reservoirs	X			X			TO CLEAN AND TEST.
Hand Brakes	X			X			DUE PERIODIC TESTS.
HEATING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Steam	X					X	TO OVERHAUL.
Floor Heat Coils				X			TO FLUSH AND TEST.
Overhead Coils				X			TO FLUSH AND TEST.
AIR CONDITIONING	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Freon 12 System	X			X			ENVIRONMENT ISSUE. CONSIDER CONVERSION TRANE SYSTEM.
Condenser				X			TO CLEAN AND TEST.
Evaporator				X			TO CLEAN AND TEST.
Compressor				X			TO BENCH OVERHAUL.
ELECTRIC	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
110/220 Volts DC	X			X			
DC Generator	X				X		25 kw BRUSH TYPE TO BENCH OVERHAUL.
Batteries		X					REMOVED.
Control Panel	X			X			REMOVED.
Lighting	X			X			TO TEST AND SERVICE.
Main Blower Fans	X			X			TO TEST AND SERVICE.

ELECTRIC Con't	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Exhaust Fans	X			X			TO TEST AND SERVICE.
Refrigeration							N/A
Microwave							N/A
Inverter / Alternator							N/A
Appliances							N/A
WATER SANITATION	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Water Tank & Casing	X			X			TO FLUSH TEST AND STERILIZE.
Plumbing							SECLUDED.
Toilets							SECLUDED.
Basins							SECLUDED.
COSMETICS / AMENITIES	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Exterior Paint					X		FADED.
Seats	X			X			76 MONT ROYAL.
Upholstery	X				X		TO CLEAN.
Carpets	X				X		TO CLEAN.
Interior Finish					X		NEEDS COSMETIC ATTENTION.
Sashes	X					X	BOTTOM SLIDING SEIZED
End Door and Locks	X			X			
Washroom Doors and Locks							SECLUDED.
Window Blinds	X			X			

POWER PACKAGE	SITUATION			CONDITION			REMARKS
	Intact	Cannibalised	Vandalised	Good	Fair	Poor	
Engines / Transmission							
Engine Pans							
Spicer Shafts							
Air Compressor							
Fuel Tank							
Exhaust System							
Brake Control Valves							
Event Recorder							
Bells / Horns							

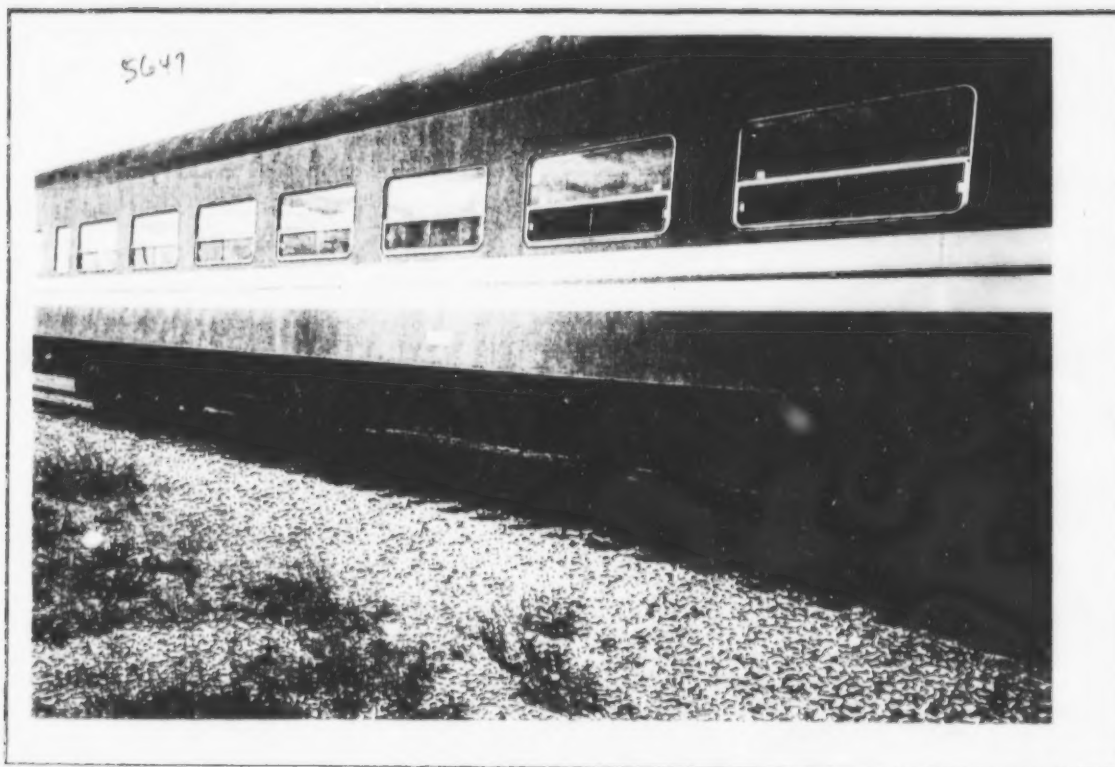
OTHERS

WHEEL DATA	L1 - 1¼ IN.	L2 - 1½ IN.	L3 - 1¼ IN.	L4 - 1 ⅛ IN.
	R1 - _____	R2 - _____	R3 - _____	R4 - _____

Inspected By:

(Signature)

(Date)



Appendix II

List of tools & unit costs

The following is a list of tools and approximately cost to start up a general mechanical operation at the form Gordon Yard Diesel Shop. The cost of tooling is based on new tools, however cost could be reduced by approximately 50% if found in the used market.

Quantity	Item	Price per
1	600lb 2-stage fork lift	\$26,000
1	Grit blst cabinet	\$3,500
1	Master mechanical tool set std.	\$11,500
1	Master mechanic tool set metric	\$4,500
5	50-ton air jacks	\$2,800
1	13 in. metal cutting band saw (3 hp)	\$2,000
1	Shop drill press (3 hp)	\$4,500
1	10 in. table saw	\$1,200
2	Electric welders (550 v. 3 phase)	\$1,200
2	Oxy-acetylene cutting and weld	\$580
1	Large bench grinder (3/4 hp)	\$600
1	1/2 in. drive angle air wrench	\$400
1	7 in. angle grinder (electric)	\$250
2	8 in. bench vises	\$500
2	1/2 in. air impact wrenches and sockets	\$1,200
1	1 in. air impact wrench and sockets	\$1,500
2	1/2 in. electric hand drills	\$240
1	1 in. electric hand drill	\$790
1	55 ton shop press	\$2,800
2	1/2 in. torque wrenches	\$250
1	1 in. torque wrench	\$1,000
1	1 in. torque multiplier (4*1)	\$1,400
1	Ratchet pipe threader set & dies	\$1,600
1	Set inside & outside micrometers	\$2,900
2	Set of magnetic dial indicator	\$250
1	Digital hand tachometer	\$470
1	Portable hydraulic ram (50 ton)	\$1,700
1	7 1/4 in. circular saw	\$240
2	Digital multipliers	\$250
1	Parts washer	\$1,500
2	6 ton lever chain hoist	\$1,100
1	8 amp. Reciprocating saw	\$250
1	Air hydraulic pop rivet gun	\$1,100
1	110 piece tap & die set (std. & metric)	\$1,500
1	Tube cutting & flaring kit	\$120
1	1,000 lb. Ratchet puller	\$220
1	2,000 lb. Ratchet puller	\$340
1	1/2 in. impact sockets 3/8 to 1 1/2 in.	\$220
1	1 in. impact sockets 7/8 to 2 3/8 in.	\$1,100
1	Punch & chisel set	\$270
1	Heavy duty soldering gun	\$90

Quantity	Item	Price per
2	600 lb. bottle jacks	\$50
2	Lever type grease gun	\$30
1	Hand held metal jig saw	\$240
1	Bolt cutter 36 in.	\$70
1	Shopvac cleaner	\$800
1	Set "C" clamos	\$400
2	Sledge hammers 12 & 20 lb.	\$70
Total		\$99,480

This list does not cover specialized tools required to perform maintenance on specific pieces of equipment such as RDC's, coach cars ALCO, General Motors or General Electric locomotives.

Tools and Equipment available at Gordon Yard

Quantity	Item
1	10 ton overhead crane on flat area
1	15 ton overhead crane over no. 2 & 3 pits
1	15 ton overhead crane over no. 11 & 12 pits
1	Enclosed locomotive wash bay on no. 9 pit
1	Large drying oven
1	Small parts paint booth
1	Locomotive radiator lifting jig
1	Large steam cleaning room
1	½ ton jib crane wheel bay area
2	Complete drop tables
1	Grease cart
1	Buffing wheel grinder no 11 pit
2	Foamite fire fighting carts
8	Oil and water dispensers
	Several lifting chains and slings
5	Portable wheeled jacking stands
	Several small metal benches, tool and parts cabinets

Appendix III

List of carriers and number of locomotives

The following are the carriers (**freight and passenger/tourist**) that have operations within an approximate 500 mile radius of Moncton and their approximate locomotive numbers (where known).

Freight

- Bangor & Aroostook - 42 locos
- Canadian National Railway – (in the area) – 194 locos pass or stop per week
- Cape Breton and Central Nova Scotia Railway (Railtex) - 23 locos
- Cape Breton Development Corporation - 8 locos
- Chemin de fer Baie des Chaleurs Inc. (SCFQ) - 4 locos
- Chemin de fer de la Matapédia et du golfe (SCFQ) uses NB East Coast Railway locos
- Corporation des chemins de fer de la Gaspésie (SCFQ)
- Eastern Maine Railway
- Maine Central (Guilford Rail System)
- New Brunswick East Coast Railway (SCFQ) - 43 locos
- New Brunswick Southern Railway Company Limited - 15 locos,
- Van Buren Bridge Company (operates CP line between Grand Falls and Cyr Jct. NB) - 1 loco
- Windsor & Hantsport Railway (Iron Road) - 12 locos

Passenger/Tourist

- Adirondack Scenic RR – 5 locos
- Evangeline Express (W&H seasonal service)
- Conway Scenic, North Conway, NH
- Salem & Hillsborough Railroad (New Brunswick Div. Of CDN RR Historical Assoc.) - 2 locos
- VIA Rail Canada Inc. – (in the area) - 36 locos per week run past in summer, 24 in winter
- White Mountain Central RR Inc. – 2 locos (**steam only**)

(VIA is planning a tourist/excursion rail service between Truro & Sydney NS. Its progress is unknown at this time.)

Private Companies

- Abitibi-Consolidated, Bathurst NB – 1 loco
- Brunswick Smelting & Fertilizing, Belledune, NB – 1 loco
- Miramichi Pulp & Paper, Miramichi, NB – 1 loco
- Eagle Forest Products, Miramichi, NB – 1 loco
- Potcan Potash Company, Penobsquis, NB – 1 loco
- Potasco, Courtney Bay Potash Terminal, Saint John, NB – 1 loco
- Stone Container Canada Inc., Bathurst NB -
- National Gypsum, Dartmouth, NS – 1 loco
- Fundy Gypsum, Hantsport, NS (switched by 1 W&H loco)
- Fundy Gypsum, Windsor/Mantua, NS – 5 locos
- National Gypsum, Milford Station, NS – 2 locos
- Georgia Pacific, Point Tupper, NS – 1 loco
- Sysco, Sydney, NS – 5 locos
- Lavalin, Trenton, NS – 2 locos

Appendix IV

Other Companies with diesel engines repair requirements

Full list of major companies in the area that may have need of diesel repair

- Halifax Shipyard – Hailfax, NS
- Saint John Shipbuilding Limited – Saint John, NB
- Scotia Trawler Equipment – Lunenburg, NS
- Lunenburg Foundry & Engineering Ltd. – Lunenburg, NS
- A.F. Theriault & Son Ltd. – Meteghan River, NS
- Thomas Equipment Ltd. – Centreville, NB
- Rocan Forestry Services – Dieppe, NB
- Maritime Farm Supply Ltd. – Moncton, NB
- Snyder's Shipyard – Bridgewater, NS
- Rosborough Boats – Halifax, NS
- Maritime Welding – Bathurst, NB
- Atlantic Mack Sales – Fredericton, NB
- Hawkins Truck Mart Limited – Fredericton, NB
- Valley Equipment Limited – Hartland, NB
- Maritime Utility Fabricators – Oromocto, NB
- Campbellton Welding and Machine Shop Ltd. – Campbellton, NB
- Engine Machine Shop & Supply Ltd. – Fredericton, NB
- Sansom Equipment Limited – Fredericton, NB
- Detroit Diesel Allison Canada – Dartmouth, NS
- Steel & Engine Products Limited –Liverpool, NS
- Creighton-Carter Ltd.- St. Stephen, NB
- Fleetline Parts & Service – Digby, NS
- W. & A. Moir Ltd. – Dartmouth, NS
- Buses Galore – Saint John, NB
- Ayr Motor Express – Woodstock, NB
- Brookville Transport Limited – Saint John, NB
- Jardine Transport Ltd.- Fredricton, NB
- K & T Transport Ltd.- Plaster Rock, NB
- Midland Transport Limited – Dieppe, NB
- Woodstock Transport Limited – Woodstock, NB
- Connors Transfer Limited – Stellarton, NS
- G.W Holmes Trucking Ltd.- New Glasgow, NS
- Lyle B. Eisener Trucking Inc.- Bridgewater, NS
- S & M Trucking Ltd – North Sydney, NS
- Tom Macdonald Trucking Ltd – Sydney, NS
- Custom Fabricators & Machinists – Saint John, NB
- Waterview Machine Works – Yarmouth, NS
- Caraquet Marine – Caraquet, NB